PACIFIC OCEANIC FISHERY
INVESTIGATIONS

JUNE 1952 35c

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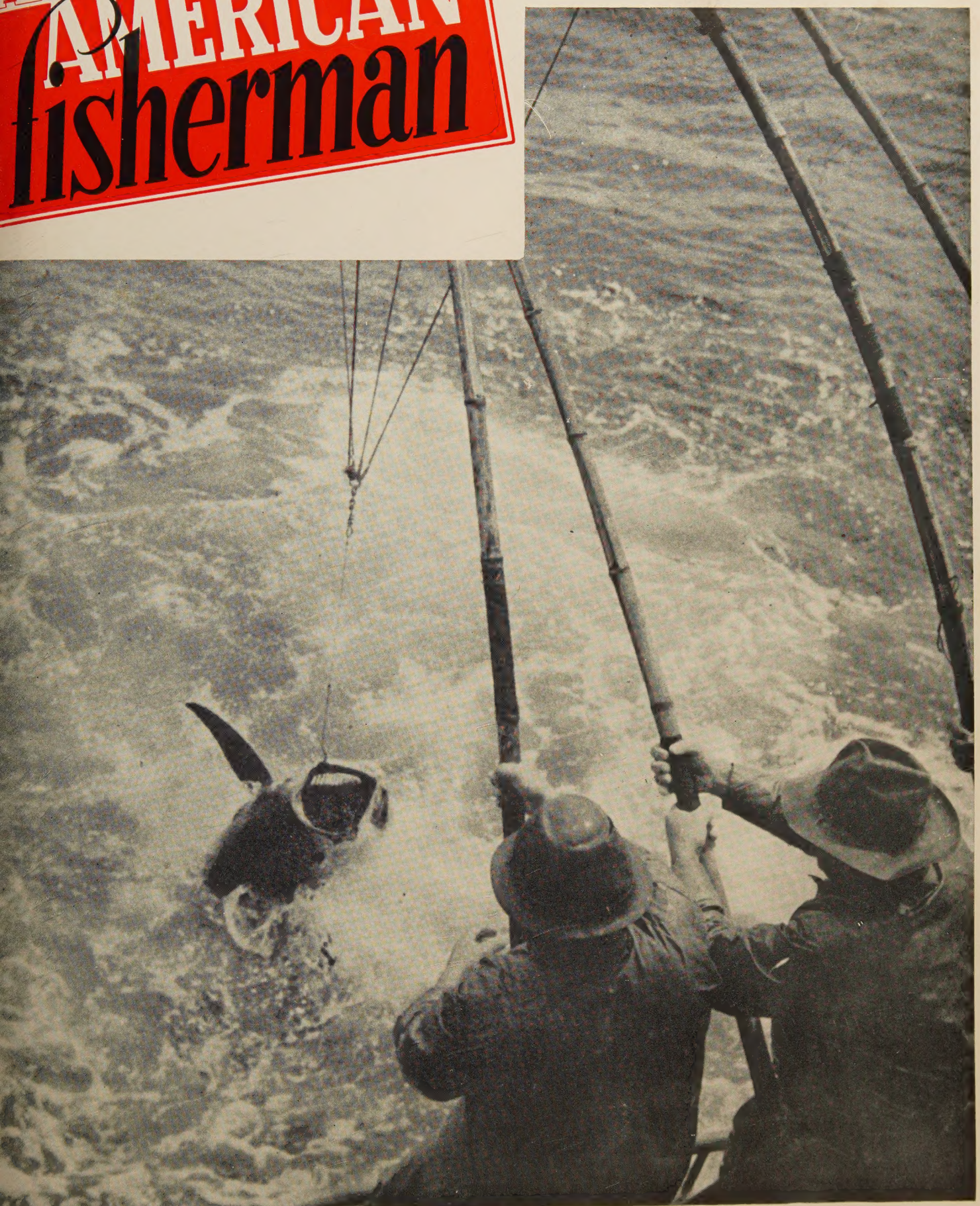
AN-AMERICAN fisherman



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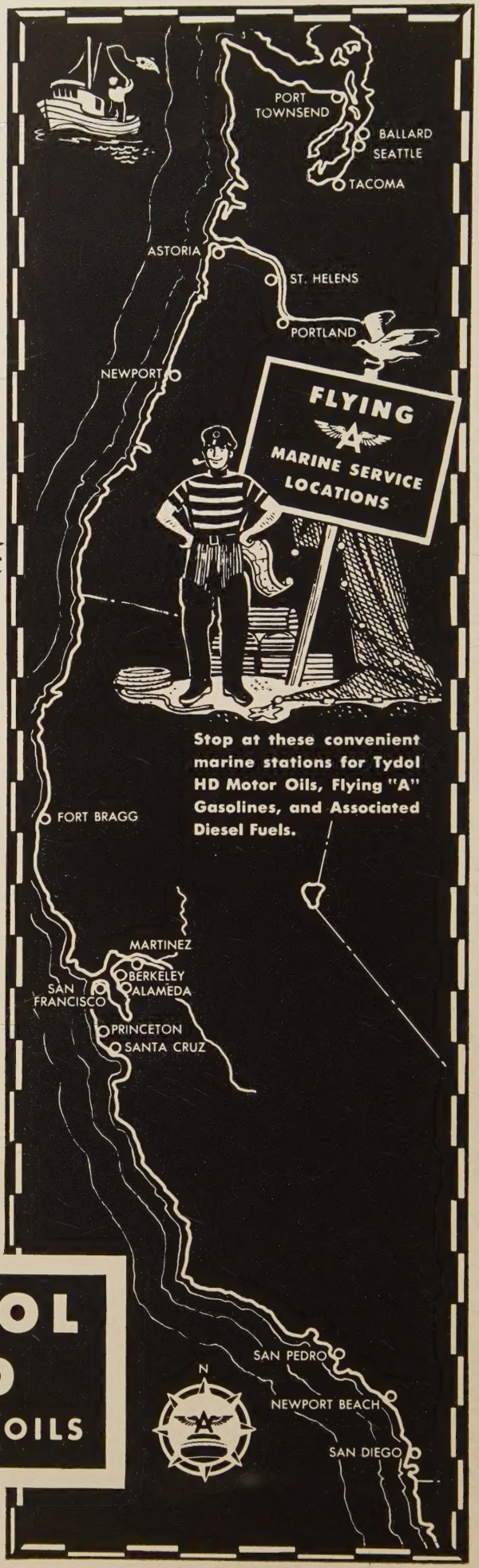

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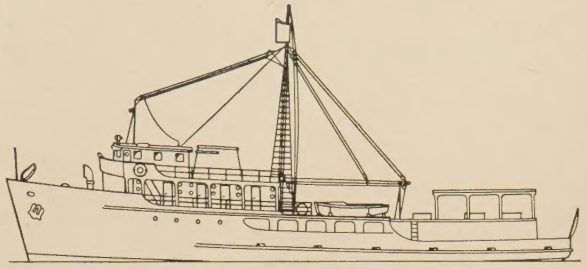

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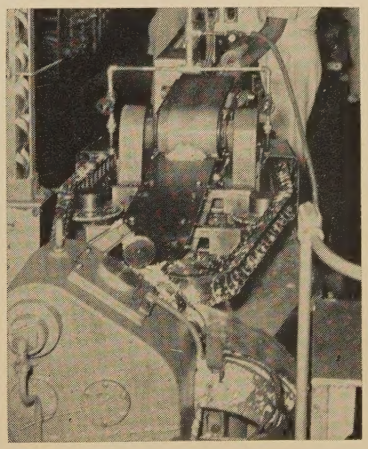

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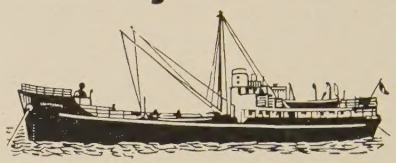

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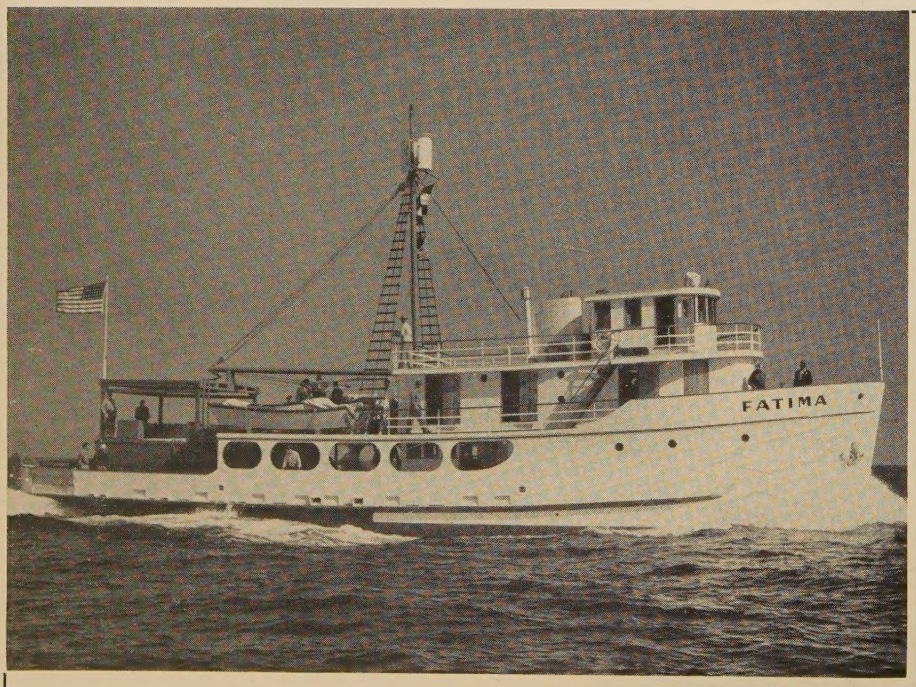

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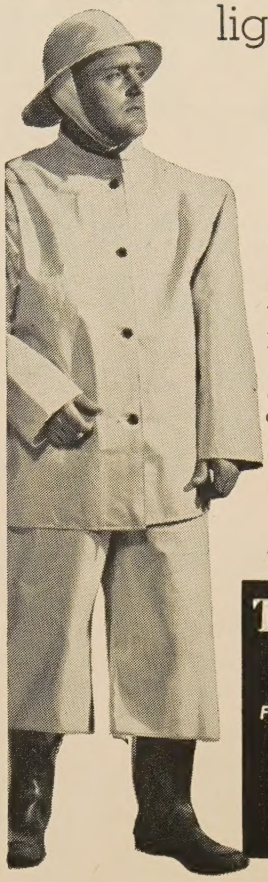

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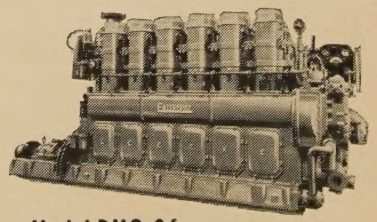

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The GLOBE

An International News File compiled by FOREIGN BUREAUS of Marine Press Association

San Jose, Costa Rica—Costa Rica had no fishing industry as such the very small amount of fish required for the local market is caught by a few small boats off Puntarenas and Limon, states an April 8 America consular report from San Jose.

National interest in the fishing industry is centered on development of Puntarenas as a base for foreign-owned tuna boats, rehabilitation of bait supply in local waters for tuna fishermen, development of the small tuna-packing plant there, and possible development of shrimp fishing in local waters.

The total tuna pack in Costa Rica's one plant amounted to 7,110 cases (about 178 metric tons, net weight). Exports of canned tuna, according to preliminary statistics, amounted to just over nine tons gross weight (about 360 cases), valued at U.S. 11,677 and shipped chiefly to Venezuela, as compared to 64 tons (about 2,560 cases), valued at U.S. $88,000 chiefly to Venezuela and the Canal Zone in 1950.

Shipments of fresh frozen tuna, all to the United States, amounted to about 1,364 tons as compared to 4,486 tons in 1950. These shipments are re-exports of tuna frozen and trans-shipped at Puntarenas. The volume decrease reflects the decrease during the year in American tuna-fishing activities.

Ottawa, Canada—Great Britain this year will not purchase any canned salmon from Canada, according to an announcement by the British Ministry of Food at Ottawa. About C$6 million worth of canned salmon were purchased from Canada by Great Britian in 1950 and C$6.7 in 1951. These sales were vital to the British Columbia fishing industry, being the only significant purchases by the sterling market and the largest foreign contracts for the product.

The announcement by the British Ministry of Food that Britain's current cut back on dollar imports will include canned salmon is reported to be a heavy blow to the British Columbia salmon-canning industry. Proposals have been put forward whereby Canada would help Britain finance food purchases, but, so far, no such policy has been officially adopted.

An indication of the importance of the canned salmon industry to Canada is shown by the fact that the marketed value of British Columbia canned salmon was last reported at C$63 million—over 70 per cent of the value of all fisheries production in British Columbia.

Tokyo, Japan—The International convention for the high seas fisheries of the North Pacific Ocean was signed today at Tokyo by representatives of the United States, Canada, and Japan. Ambassador Robert D. Murphy signed on behalf of the United States. The convention will be submitted to the Senate with a view to receiving the advice and consent of that body to ratification. It will enter into force on the day upon which the contracting parties exchange ratifications, a State Department news release states.

The convention, which was negotiated at the Tripartite Fisheries conference held at Tokyo in late 1951, marks a further step in the conservation of International fisheries in the North Pacific Ocean. Japan now becomes a joint partner with the United States and Canada in cooperative measures to preserve and perpetuate the fish stocks of the North Pacific.

The convention introduces a new principle in international conservation practice on the high seas. Under it special treatment is accorded to fisheries already fully utilized and fully conserved.

The convention establishes the international North Pacific Fisheries Commission composed of representatives of the three countries, each with equal vote. The commission is empowered to investigate any fish stock of the North Pacific Ocean exploited by two or more of the parties and, when necessary, to recommend joint conservation action to the governments concerned. Excepted from such study and recommendation, however, are fisheries already covered by agreements between Salmon Fisheries.

Tokyo, Japan—A quota restriction on exports ot canned and frozen tuna to the United States has been put into effect by the Japanese Government, according to an April 14, 1952, dispatch from the U. S. Political advisor in Tokyo. The quota year runs from April 1, 1952, through March 31, 1953. The quota for canned tuna is 1,000,000 cases and that for frozen tuna is 12,000 metric tons. A definite plan of allocation has been announced. Allocation will be authorized by export permits in accordance with the export permit system stipulated in the existing Export Trade Control Ordinance.

Shipments which have been made during the month of April 1952 will be credited against the allocation for the year.

Rio De Janeiro, Brazil—A broad program to expand and modernize Brazil's Fishery Industries has been inaugurated according to an April 4, 1952, American Consular dispatch from Rio De Janeiro.

Financial assistance has been extended to fishermen for improvement of equipment. Refrigeration plants and warehouses are to be built in the Federal District. A large warehouse is being constructed in Santos for the storage of fishery products. In Rio Grande do Sul, work has been done in a program for supplying frozen fish regularly to the Federal District.

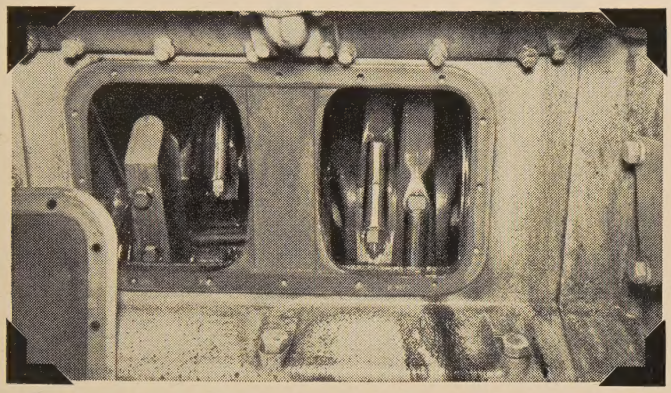
Steps have also been taken for the creation of a large national fishing fleet. Six modern vessels were purchased in Europe for use along the southern coast of Brazil.

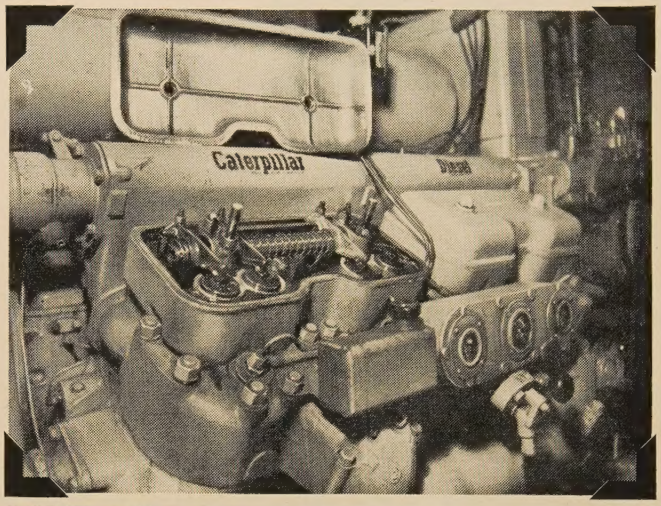
Oslo, Norway—There is increasing concern among Norwegian canned-fish producers and exporters over British and Australian import restrictions, states an American embassy dispatch from Oslo dated April 25. The most positive attack on the slump in Norwegian canned fish exports appears to be in the form of an intensified export drive on the United States market. Plans for the drive are in process and it was officially opened in the United States on May 17 (Norway's National Day).

STANDARD ENGINEER'S REPORT

DATA	
LUBRICANT	RPM Delo Oils
UNIT	Caterpillar D-375 diesel
SERVICE	Coastal fishing—bottom fish
CONDITIONS	Constant load
FIRM	A. Paladini, Inc. Fields Landing, Calif.

Heavy-duty engine clean after 4146 hours' work!

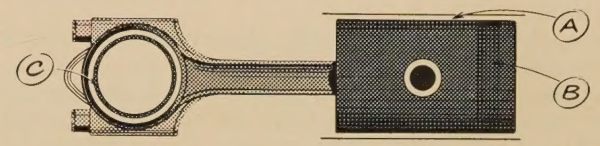




AFTER 4146 HOURS of steady work in the 270 H.P. supercharged diesel propulsion engine of the Catherine Paladini below, note how clean and free from deposits RPM DELO Supercharged—2 Lubricating Oil has kept parts. Crankcase drains and filter changes at 1500-hour intervals have shown no sludge, according to Axel Bjork, Skipper. He says, "The engine ran perfectly during the more than 4000 hours of tough work—if anything, it runs better now than at first."

THE 73-FOOT-LONG CATHERINE PALADINI has a 19.6 beam. She fishes from Oregon to San Francisco, bucks heavy seas and tides on trips that last from three days to over a week. Seas were exceptionally heavy during the past winter, giving her new engine an extra tough workout.

How RPM DELO Oils keep engines clean and prevent wear



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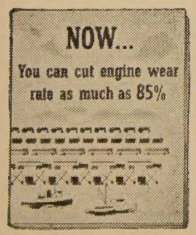

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Harold F. Cary,
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American Tunaboat Association

The State Department Stand

The statement of Mr. Acheson means that the opposition of the Department of State is final and complete. It occasions no surprise because there has been no consistent policy advocated in respect to the tuna tariff issue.

First, the Department took the position that the industry was faced with a prima facie case of serious injury and emergency and therefore did not oppose enactment by the House of the tariff bill.

Second, four months later the Department stated that with a better comprehension of the U. S. interests involved it believed that the proposed bill was inappropriate and that it should be amended to permit duty free entry of a limited amount of frozen tuna with the duty to apply only on amounts entering in excess of the duty-free quantity agreed upon.

Now, three months later, the Department states it is flatly opposed to any tuna tariff legislation.

It is our sincere belief that the position of the Department is inconsistent with the trade policy of the United States. Our trade policy embraces the dual purposes of stimulating trade and doing so without serious injury or threat of serious injury to an American industry. The Secretary of State made clear this objective before the Senate Committee on Finance in 1951, as follows: "The constant objective of the Administration has been to create the maximum opportunities for enlarging and strengthening the export and import trade of the United States, and it has been part of this objective to take utmost care that no domestic industry or branch of labor or agriculture was injured in that process."

The General Agreement on Tariffs and Trade to which the United States is signatory recognizes the possibility of conditions within a domestic industry which would require restrictive action. In respect to agricultural and fisheries products import restrictions are specifically acknowledged to be of possible necessity particularly when such commodities are under governmental control such as a subsidy program; U. S. fisheries, however, are under no such program, many agricultural commodities are and, therefore, subject to protection over and above normal tariff protection.

The Trade Agreements Extension Act of 1951 sets forth certain criteria by which injury or threatened injury to an American producer might be measured and the provision that such criteria might be used in whole or in part to establish injury. In preparing data in support of H.R. 5693, the tuna industry used the whole of the criteria written into the law. Application of such criteria to the conditions within the industry provided support for the establishing of injury and/or threat of injury.

The temporary nature of H.R. 5693 is evidence that it is not an extreme measure. It can open no floodgate of appeal to the Congress for tariff action inasmuch as the number of items on the free list and, therefore, within the province of the Congress to act is most limited. It cannot act to destroy or undermine our trade policy because it meets the expressly stipulated provisions of that policy as adopted by the Congress.

The industry has not asked the Department of State or anyone else to make our interests paramount to all others. We are well aware of the necessity of maintaining friends in the two affected countries of Japan and Peru. We are also aware that serious injury should not be visited upon domestic industry. This is a fundamentally sound view arising from the fact that a strong internal economy is essential to our effectiveness in aiding others, a task brought upon us by the continued complexities of the international situation.

We realize it is difficult in many cases to reconcile the differences which arise between a domestic industry and a foreign industry. That is an area where statesmanship and diplomacy plus adherence to a sound trade policy are necessary. The Secretary's statement does not suggest that these essentials were considered. In taking the position announced today the Department has in effect said that there is no problem and therefore need be no solution.

Our opinion is that the absence of action providing the temporary tariff and the study for long range action will mean that the situation will worsen to the greater detriment of the industry. The Department emerges as the proponent of doing nothing. The tuna industry was built by action, not inaction, and we believe its problems will be solved in the same way.

—HAROLD F. CARY.

PAN-AMERICAN *fisherman*

VOL. VI—NO. 11

JUNE 1952

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About this Issue . . .

NORTH OF 36 DEGREES is the kind of an article you shouldn't miss. It is one of those in-betweeners—not quite fitting this type of magazine; yet so valuable we didn't want to miss it. See Page 11, from an author, lecturer and radio commentator who has been a nutritional researcher for many years.

•

ADVERTISING—Tuna's Salesman, comes to us from one of the leading advertising counselors in the business. We are glad to print these down-to-earth facts with a view to aiding in the sale of fish products. Walter "Hank" Richards' article will be found on Page 9.

•

THE CONTINENTAL SHELF was sent to us by Doctor W. M. Chapman, Director of Research for the American Tunaboat Association, as a very necessary aid in the general understanding of international law relating to the high seas. Doctor Chapman points out that these articles have not been discussed with the State Department by the fishing industry. They have, however, very definite bearing as regards understanding with other nations on general fishing limits. See Page 14.

•

The PORT OF SEATTLE, on Page 13, by John Haydon, presents a general picture of the Salmon Bay Terminal, recently completed in that city at a cost of one million dollars. The completion of this enormous project provides facilities in which the people of Seattle can be justly proud.

PAN-AMERICAN
fisherman
NEWSmagazine of PAN-AMERICAN FISHERIES

EBB 'N FLOW

JUNE
1952

RESEARCH

The Department of Fish and Game, Bureau of Marine Fisheries, reported tagging 240 yellowfin tuna, 3 black skipjack, 1 bonito and 2 frigate mackeral on the cruise of the *M V N. B. Schofield*, ending May 7.

The *M V Yellowfin* returned April 27 from a cruise engaged in measuring the abundance and age composition of adult sardines spawning 30 miles offshore from Thurloe Head. Few sardine schools were seen, and only three samples were taken in the intensively surveyed offshore area, but Pacific mackeral were frequently seen, all taken were gravid. Practically no schools of any kind were seen from Pt. Abreojos, and three samples of adults were obtained in the Cerros area. In all 409 miles were scouted. On April 21 two ripe male and one ripe female sardines were taken, stripped, and the eggs fertilized. The larvae fish were reported still alive on May 5 and their development was being studied.

The *M V Yellowfin's* previous cruise, ending April 7, covering Baja, California, from Punta Baja to Punta San Eugenio, including Cerros Island, and Punta Abreojos south to and including Magdalena Bay was to survey the abundance and age composition of the sardine population in these areas as a check on similar work carried on during the late summer and fall months.

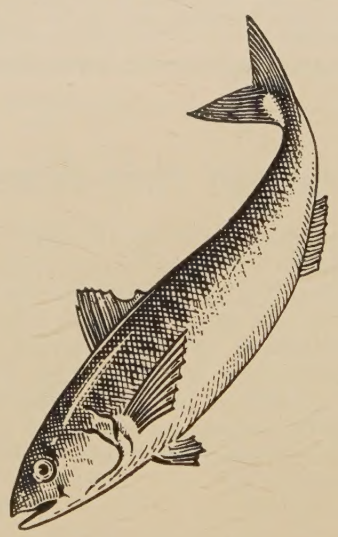
After clearing Ensenada a direct run was made to Pta. Baja. Starting from this point alternate scouting and light stations were made at night along the coast, working southward to Magdalena Bay then southward to Ballenas Bay.

Eight schools of fish were sighted from Pta. Baja to Pta. Blanca; two schools were characteristically at the surface with a wide horizontal and a very shallow vertical distribution. All sampling attempts were unsuccessful, yielding no clues as to the school's composition.

In the area from Pta. Abreojos to 28 miles south of Pta. San Juanico, 29 schools of fish were sighted. Sampling showed that at least nine of them contained sardines. The other 20 schools were of unknown variety.

In Magdalena Bay and Santa Maria Bay 14 stations were occupied. Daylight scouting accounted for two of the four sardine samples obtained. In Magdalena Bay the fish were found in the center of the bay opposite the entrance. In Santa Maria Bay the fish were found in the southern portion of the bay.

Working northward from Cape San Lazaro to Pta. Abreojos only one school of sardines was sighted and only one sample was obtained at a light station, both in Ballenas Bay. Forty-one definite schools of unknown composition were also sighted, again all sampling attempts were fruitless. However, there was some indication that these schools were juvenile sardines.



From March 31 to April 6 the waters of Sebastian Viscaino Bay were scouted, including the east side of Cerros Island. Three samples of juvenile sardines were found on the west and southwest side of the bay, relatively close to shore, at light stations. No schools of fish were sighted while scouting the bay. However, several breezing schools of fish were seen while at anchor, during the day, at the southeast end of Cerros Island.

Approximately 700 miles were traversed while scouting for sardines during Cruise 52-Y-3. Seventy-two stations were occupied in which fish were collected and/or oceanographic observations made. Sardines were found at 13 of these stations; six samples resulting from visual methods of locating fish, six samples were taken at light stations and one sample was taken in a gill net set. Pacific mackerel were found in four stations, jack mackerel in three stations and various species of anchovies in seven stations. In all, 92 schools of fish were sighted, 22 of which, it is estimated, contained sardines. The surface water temperature ranged from 11.2° C. to 17.8° C.

The Fish and Wildlife Service Exploratory Fishing Vessel *John N. Cobb* returned to Seattle on May 3, 1952. For the past two months the vessel has been operating in Southeastern Alaska, exploring for new commercial shrimp grounds. The explorations extended from Glacier Bay to as far south as Davidson Inlet, and also included some localities near Sitka. Fishing gear used consisted of a 20-foot beam trawl and several types of shrimp traps.

Of the areas investigated on this trip, the most promising indications of the availability of shrimp in commercial quantities were found in Glacier Bay. A total of 52 beam trawl drags were made in various parts of Glacier Bay, most of which resulted in the capture of shrimp. The best drags were made in the vicinity of Sturgess and Seebree Islands, where catches of up to 330 pounds per hour of mixed pink and side-stripe shrimp were made.

Glacier Bay is an extensive area, about 56 miles long, and has not been previously explored for shrimp. The numerous icebergs encountered in the bay did not hamper operations on the trip.

Aside from Glacier Bay, the best showings of shrimp were found in Port Althorp and also in Affleck Canal, but

(*Continued on page 16*)

Advertising Counselor
Walter "Hank" Richards

"advertising" tuna's salesmen

By

WALTER "HANK" RICHARDS

ADVERTISING is actually Tuna's only salesman because it is marketed almost entirely through brokerage.

There may be some Brokers who still get out and push the sale of products they handle, but most of them serve largely as order-takers supplying Grocer's needs on demand.

Ask a good Grocer like Lou DeFalco and he'll tell you that Consumer Demand must be created by the producer's own Advertising. The average storekeeper today has his hands full keeping his shelves stocked and his governmental forms filled out. He can't afford to clutter up his valuable shelf space with merchandise that isn't in demand.

Today's busy Grocer wants products that make a quick turn-over. He knows that the only products that "move" are those that are Advertised—*brands that sell themselves.*

Of course some Grocers may occasionally be induced to take an unknown brand at a low price, but most retailers have learned from experience that American consumers invariably buy the Advertised product unless the price of the unknown brand is reduced so low that no one, not even the Grocer, can make a fair margin of profit.

From what I have observed, several major problems now besetting the Tuna industry could be solved by improving the sales appeal of your Advertising and by taking immediate steps to get full Public Relations and Publicity value from the money now being spent.

For one thing, an improved Advertising policy could be the means of reducing, perhaps eliminating, the spring and fall slumps that have plagued the Tuna industry since the beginning.

The Automobile industry faced a similar problem back in the 1920's. At that time everybody bought their new cars in the spring. As a result, mid-summer always brought factory shut-downs and lay-offs of labor that created an instability that seriously threatened the entire industry. They were finding it little short of impossible to keep good workmen so long as they were offering only seasonal employment.

An Advertising campaign was shaped to sell the idea that fall and early winter was the best time to buy new cars in order to eliminate breakdowns and serious accidents during the dangerous season of ice and snow.

Within a two year period, Advertising changed the car-buying habits of thousands of Americans and the Automobile industry was working around the calendar.

Let us consider the highs and lows of Tuna sales. That the Catholic trade accounts for the annual peak during Lent is a foregone conclusion. *However,* the bulk of Tuna Advertising concentrates on this one season, so, the possibility is raised that, even without the trade of the truly devout. Tuna sales would still hit their highest peak because that is the time when the industry makes its greatest sales effort.

The post-Lenten drop in sales coincides exactly with the reduction in Advertising that invariably follows Lent. When Advertising is resumed during the summer months to catch the "Salad trade," Tuna sales pick up again, but the arrival of fall and early winter sees another drop in Advertising with consequent slackening of sales.

This raises the question, *"Do the ups and downs in Tuna sales result entirely from Consumer tastes and habits, or is the Tuna's industry's own variable scheduling of Advertising in part responsible?*

A general "stepping up" of Tuna Adveritsing during the slack seasons might duplicate the result obtained by the Automotive industry and would help solve the troublesome problem of raising the "valleys" on the Tuna sales chart closer to the peaks.

There seems to be a tendency on the part of Tuna Advertisers to splurge on single big ads or special event broadcasts or telecasts. The policy *appears to be* "big ads or nothing." After the appearance of a full page Tuna spread, I have noted that weeks and months sometimes elapse before there is another showing in the same publication.

Big ads are most effective for introducing new products or putting across special sales, but I question their use at the expense of consistent, week-after-week ads of smaller size.

Actually, the money spent on one super-spread that is "here today and forgotten tomorrow," would keep Tuna before the public longer and through repetition would result in more sales if spread out into smaller ads scheduled each issue over a period of months.

(*Continued on page 16*)

Buyer
How Long Will She Remain Uneducated?

Know Your Seafoods

Large Variety for Daily Menus

by

VIRGINIA TAGGART

Pan-American Home Economist

Smoked fish has such a distinctive flavor that no family should live without it! In most cases there is absolutely no waste so that a pound purchased gives full value. Because of the "smoked" flavor little additional seasoning is necessary and very simple preparation is best. When broiled as they come from the market and served with a little butter and lemon they are superlative.

There is a smoked fish for every use: hors d'oeuvres, salads and main dishes. Smoked salmon cut in strips, rolled and secured with a toothpick accompanied by a "dip" of cream cheese softened with fresh cream makes a tasty hors d'oeuvre. This same salmon may be made into a nourishing sandwich using a good dark bread. For summer menus a slice of smoked salmon would make a welcome change for a "cold plate" meal. Unsliced, this fish may be broiled and served with appropriate garnishes.

Other fish which are smoked or "kippered" (the latter indicating it has been processed with hot smoke), have a similar variety of menu.

Many modern homemakers are just "discovering" the smoked fishes! It is believed that the earliest methods of preserving fish was by drying; then in the middle of the 14th Century the art of salting herring was perfected and the smoking of herring was introduced during the next century. In early American life salted and smoked fish were the only salt water fish available to those living away from the seaboard. With canning and freezing of fish taking such an important place in the present day fish products market, smoked fish has been somewhat neglected. Fish itself supplies valuable protein for the family diet; smoked fish supplies this same food element in the same abundance and has the tantalizing "smoke" flavor, too.

Smoked fish of all kinds are taste treats which should be enjoyed often. Finnan Haddie, boiled potatoes, carrots with chopped mint and sliced tomatoes make a well balanced, tasty and economical meal.

Baked Finnan Haddie

Smoked Haddock

Note: Old sages tell us that the name Finnan Haddie came from either of two towns in Scotland, Findon or Findhorn.

BAKED FINNAN HADDIE

Pour boiling water over:
2 lb. finnan haddie
Drain immediately:
This is to remove excess salt. Smoked fish should never be soaked in water as it loses the characteristic flavor of the smoke.
Place the fish in a well buttered casserole and add:
1½ cups rich milk or thin cream
1 bay leaf
5 sprigs fresh parsley (should be removed before the dish is served)
2 or more thin slices of onion—according to taste
Pepper—to taste
3 tbsp. butter or margarine
½ tsp. savory gives a pleasant flavor—if desired
Bake in a moderate oven (350 deg. F.) 20 to 30 min.

The fish should flake easily when tested with a fork. No fish should be over-cooked as it loses its delicate flavor and tends to toughen. Fish should be cooked at a comparatively low temperature as should all high high protein foods.

Cookbook Note:

The March issue of *Good Housekeeping Magazine* contained a 40-page "Complete Fish Cook Book" which went to 3,500,000 subscribers. This is probably the greatest single promotion of fish and shellfish products in the history of the industry.

For only 15 cents per copy, industry members can purchase any number of these cook books. The recipes are practical and tempting plus illustrations that could never be duplicated at a price within the advertising budget of most companies. Restaurant chefs, cafeteria managers and homemakers all need these 40-pages of recipes to increase *your* fish sales.

For further information address: National Fisheries Institute, 1614 20th Street, N.W., Washington, D.C.

Nutrition Expert
John X. Loughran

NORTH OF 36°

(Iodine--The Master Health Element)

By
JOHN X. LOUGHRAN

THE oceans of the earth, the sea-plants that grow therein, the finny inhabitants of those ocean that feed upon these plants and upon each other, are the stage settings of a great human health drama. Nature herself is the playwright, while the chief actor in this drama is IODINE. Without IODINE, there can be no health of either mind or body. IODINE is only one of over ninety discovered elements, but as one of the few NECESSARY TO HUMAN LIFE, IODINE has no isotope, no substitute.

Organic iodine, as a food, as found in *sea food and sea vegetation*, supplies the draft to the human fires of metabolism. The price paid by the inhabitants of *iodine-poor* areas of the earth is physical and mental suffering of a complex and disastrous nature. Science now knows the solution to much of this needless suffering. The solution is the stepped-up use of iodine-rich seas foods, for land foods are notoriously poor in this life sustaining food element.

Lest we think that the practical knowledge of what to do for the human maladies that now parade under the title of *iodine deficiencies* is strictly modern, let us journey back through the corridors of time and learn how smart our forefathers were.

The *artists* of ancient Greece used to depict the lovely and romantic ladies of those days as very "full throated." But the Greek *physicians* had the better of it, for they *treated* this "too-well-rounded" type of Grecian feminine neck with preparations of *burnt seaweed* with good results. Today we know that the ancient remedy of burnt seaweed derived its curative power from the IODINE ash of the burnt sponge.

Historians tell us that the Chinese too knew of the beneficial effect of certain substances (now known to be rich in IODINE) many centuries before the time of Christ and that the feeding of the *ash* of the sponge was one of the common treatments for goiter in Confusius' times. Hippocrates and Galen both knew how to cure thyroid sickness even if they did not know the *why* of it.

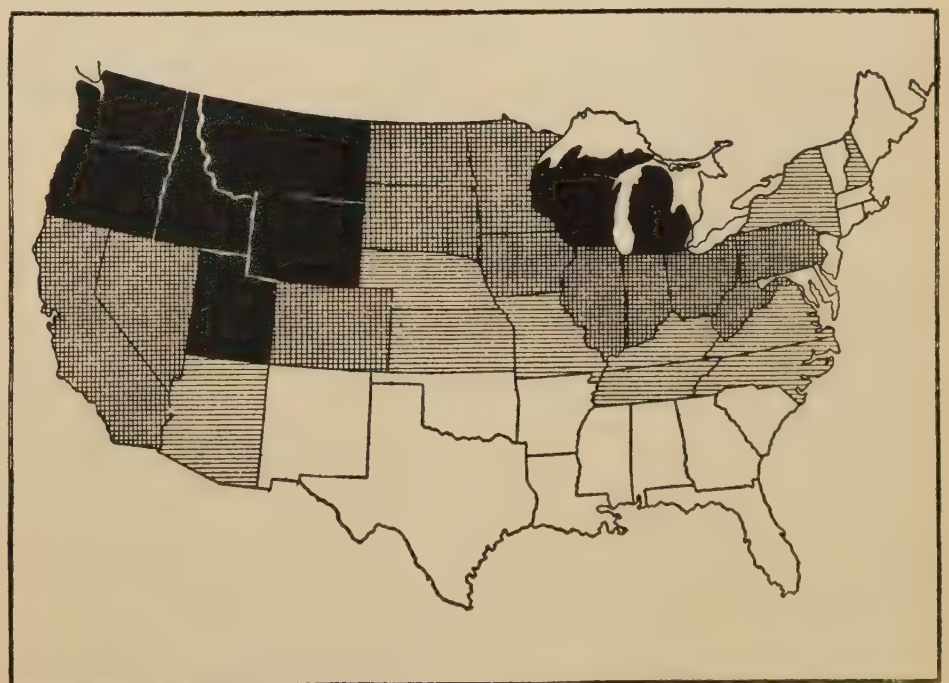
It is interesting and curious to note that early American literature also showed health acumen far in advance of its time on this very subject. In a "History of the White Mountains," the author, Mrs. Lucy Crawford, refers to the frequency of enlargement of the thyroid glands in natives of New Hampshire as far back as the close of the 17th Century. She relates how her grandfather brought seat salt (rich in iodine) a bushel at a time, 80 miles over the mountains on his back. The salt was used to alleviate the symptoms of thyroid illness even though those early New Englanders did not know what caused the disease.

The more or less "modern" suggestion that the chemical element iodine itself was effective in the treatment of goiter was made in 1820 by Coindet, only nine years after the discovery and isolation of IODINE as a chemical element by the Frenchman, Courtois.

For that matter, as you read this, you may let these ancient data set the stage for an individual health drama all your own because iodine is just as important to you and your health as it was to the contemporaries of Socrates and Confusius and our own New England founding fathers.

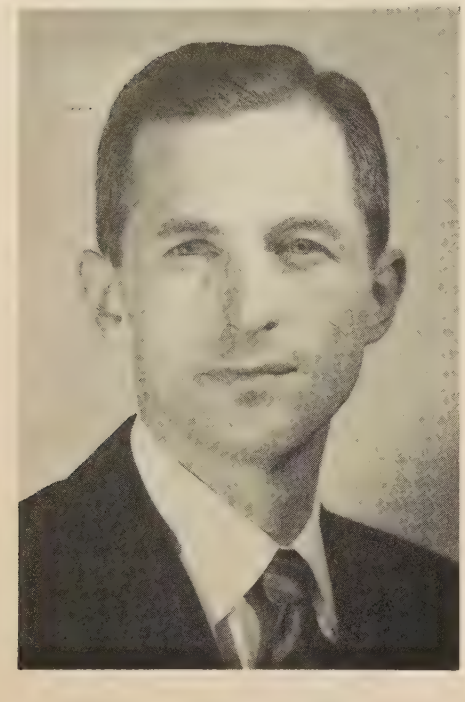
In 1952, American men and women can learn no more important health truth than that a *full* stomach is no insurance at all that we are getting a full quota of needed food elements: Especially the tiny but "life and death" quota of iodine. Your thyroid gland, situated like a butterfly astride your windpipe, is to your body what the gas pedal is to your automobile. The gas pedal controls the speed of the engine, your thyroid gland controls the speed of your body activities. *Thyroxin* is the name of

(*Continued on page 17*)



Dark and shaded portions are areas of U.S. where soil is deficient in food iodine! Exhausted spent soil lacks other essential nutrients also.

PROGRESS & PRODUCTION



R. L. RAHN HANDLES ENTERPRISE PHILADELPHIA TERRITORY

R. L. Rahn, of Enterprise Engine & Machinery Company, has been assigned to the Philadelphia area in diesel sales and service. Mr. Rahn graduated from Annapolis in the class of 1946 and spent two years aboard a destroyer as an engineering officer. Following his marine activity, he worked several years on generator design with General Electric in Lynn, Massachusetts, later serving as a GE field engineer in New York. Adding to this, his 1949 to 1952 sales engineer service with Union Oil Company in New York and Philadelphia gives him the varied experience necessary in the growing diesel industry.

MODEL 40 MARINE DIESEL BULLETIN

Marine Diesel—Bulletin No. 5110 just released by The National Supply Co., Springfield, Ohio, gives complete design features, capacity tables and dimensions of its *Superior* Model 40 marine diesel. Built for heavy-duty service in towboats, fishing vessels and tugboats, the engine is available in the direct reversing type or with reverse gears and reduction gears.

The 8-page bulletin describes the different 6 and 8 cylinder sizes available in capacities from 180 to 650 horsepower, gives performance data, specifications of component parts, and lists standard as well as extra equipment.

BAND-IT CLAMPS

Growing use of Band-It Clamps (manufactured by Band-It Company, Denver, Colorado), by the fishing industry on the western seaboard underscores the time and money saving advantages of the clamps to fleet skippers.

The clamps are formed in any size desired from ½" to 30 ft. in diameter using a continuous 100 ft. roll of Band-It stainless steel Band and stainless steel Buckles in ⅜", ½", ⅝", and ¾" widths. All widths of Bands and Buckles are applied with the one Band-It Tool and tensions much greater than ordinary clamps are easily obtained from 900 lbs. with the ⅜" Band up to 2400 lbs. with the ¾" Band. Individual clamps are formed from the roll of Band to the exact size needed right on the job without waste.

In using the Band-It Clamps, the

stainless steel band is threaded around the object to be clamped and through a Band-It Buckle. The band is drawn snug with the Band-It Tool, bent back over the edge of the Buckle and then cut at exactly the right place using a cutter built into the Tool. The stub of the band is then held flat, and locked in place by hammering down two ears on the Buckle over the stub.

Because both Band-It Bands and Buckles are made of stainless steel, they are highly resistant to salt water corrosion.

In fishing fleet use, Band-It Clamps have proven themselves invaluable in the following types of service:

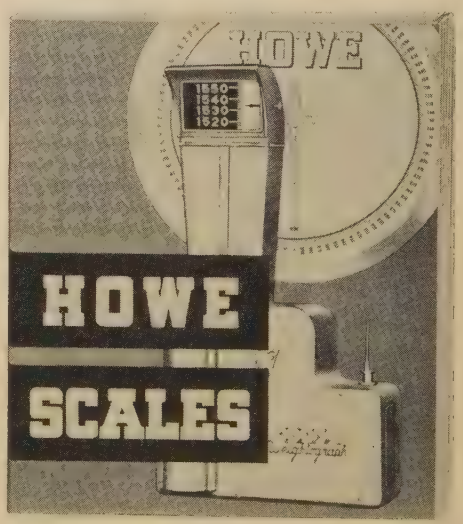
1. *To clamp floats to the head line.* The Band-It Clamp can be applied much faster than seizing the float with twine. When floats are clamped with Band-It, they cannot be lost. Floats clamped with Band-It will not move or slide on head line.
2. *To clamp roller chain to foot rope.* A Band-It Clamp is much faster than twine, will not shift and will last much longer than twine.
3. *To make flexible connections and pipe repairs in the engine room.*
4. *To splice the head line.* This is a terrific time-saver with Band-It. When the head line parts, instead of having to pull it out of the net for replacement, a 3 foot piece of head line is spliced into the break and secured on either side with two or three Band-It Clamps.
5. *To repair masts that become unglued and to mount radio antenna on mast.*
6. *To clamp insulation over exhaust manifold.*

A complete descriptive circular on Band-It Clamps may be obtained by writing Band-It Company, 2550-90 Walnut Street, Denver 5, Colorado.

HOWE RELEASES NEW CONDENSED SCALE CATALOG

A new 28 page Condensed Scale Catalog Number 11 has just been released by The Howe Scale Company, Rutland, Vermont.

Mr. Richard F. Straw, Vice-President in Charge of Sales, stated that it is a handy reference featuring the most complete line of modern scales for every in-



dustrial need. It includes a selection of a thousand popular standard Howe scales weighing from 1/64th of an ounce to 400 tons.

(*Continued on page 15*)

E. H. Savage
President Port of Seattle

Port of Seattle

(Fishermen's Terminal at Salmon Bay)

By
JOHN HAYDON

E. H. SAVAGE, President of the Port of Seattle Commission, announced following formal dedication of Fishermen's Terminal Salmon Bay, on May 17, that this marks the completion of a $1 million expansion and modernization program to make this facility the finest commercial fishing terminal in America.

Completion of the two-year project gives Fishermen's Terminal at Salmon Bay a peak moorage capacity of nearly 1,000 fishing vessels and complete drydocking, painting, repair and maintenance facilities. Ringing the terminal are commercial marine business firms supplying all forms of ships stores, engines, fuel fishing gear and other marine supplies and services.

Focus point of the new terminal is the $275,000 office and restaurant building which faces the fishing fleet at its moorage. Diners in the colorful Wharf Restaurant and Wharf Coffee Shop have one of the most spectacular maritime views in the Pacific Northwest spread out before them, as the entire front of the dining areas is of plate glass and directly faces the moorages.

Operator of the unique maritime Wharf Restaurant is John Barrows, long-time Seattle restaurant operator. In addition to the coffee shop and dining room, the terminal building houses the Moby Dick Taproom, and the Valhalla Room. These lounge areas have been decorated in keeping with their names by Jack C. Corsaw of Seattle, one of the leading artists and mural painters on the Pacific Coast.

Public ceremonies were held the evening of May 17 marking officially the completion of the huge project, and formally opening the new terminal building and dining and lounge areas. Savage and his fellow Port Commissioners RADM Gordon Rowe and Clarence H. Carlander extended an invitation to the public to attend an open house at Fishermen's Terminal on this date. A cornerstone-laying ceremony took place at 8:30 p.m., followed at 9 p.m. by a street dance in front of the new office building, members of the Ballard Commercial Club Drill team staged an exhibition drill. The entire terminal will be open for inspection at all times.

Special berths will be available for pleasure craft, and ample parking space will be available for those visiting by car. Transit coaches Nos. 15 and 18, which can be caught on 1st Avenue downtown, go directly to the south end of the Ballard Bridge, immediately adjacent to Fishermen's Terminal at Salmon Bay.

The story of the Port of Seattle Fishermen's Terminal at Salmon Bay covers almost 40 colorful years in Seattle's maritime history. It was in 1912 that the first important development on what is now the Lake Washington Ship Canal took place. The event was the acquisition by the Port of Seattle of property at Salmon Bay. Fill work and general rehabilitation was done at the site, and the first net shed and small pier were constructed.

In 1915 a permanent bulkhead line was established and construction was completed on a 260'x500' pier as part of the Port of Seattle's revamped plans for the over-all development of Salmon Bay. During this interval, work was started on the Government Locks and before the Federal Government could control the influence of salt water, an influx of teredos destroyed the outboard 140 feet of the pier.

From 1915 until the beginning of the First World War, Fishermen's Terminal's status and installations remained

(*Continued on page 17*)

W. M. Chapman
Director of Research
American Tunaboat Association

THE CONTINENTAL SHELF

By
W. M. CHAPMAN

MOST of the tuna caught by the United States tuna industry is taken in the internal waters of the high seas—that is more than three miles from a point of exposed land. All of the known resources of tuna adjacent to the areas we now fish lie in the high seas. The rule of international law which applies to the ownership of fish resources on the high seas is that they belong to him who first catches them.

Since the war there has been a spate of claims by nations to (a) extension of sovereignty by coastal nations to a band of territorial water greater in width than three miles, and (b) extension of juris diction or ownership by the affected nation over the resources in this extended band of territorial waters. To date the United States has remained firm in its policy and has informed each nation that has made such an extended claim that the United States would not consider its vessels to be subject to such claims by another nation.

Early this year the International Court of Justice at the Hague handed down a decision on the Anglo-Norwegian fishery case. Diplomats and international lawyers in many countries are now trying to calculate what effect this decision will have on the territorial waters issue as it affects contentions between other countries than these two. That case and decision are too lengthy and involved to be discussed in this short article. It is safe to say, however, that this decision has clouded the normal useages which nations have employed on this problem and that it will result in a great deal of confusion and contention among nations before the questions raised by it will be settled.

There now comes another document from another international body on this same subject which should serve further test or discussion.

The United Nations has established an "International Law Commission." This Commission met in 1949 and selected as a topic for high priority on its schedule the codification of international law with respect to the regime of the high seas. It drafted a series of questions which it sent to member nations. At its second meeting in 1950 the Commission considered the answers it had received to its questionnaires and set about considering what concrete proposals it could make to member governments on this problem. At its 1951 meeting the Commission drafted articles on the subject of the continental shelf and on certain related subjects, namely; conservation of the resources of the sea, sedentary fisheries and contiguous fisheries and contiguous zones. This was printed July 30, 1951, and sent to member governments for their comments. While this document has not been discussed by the United States Department of State with the fishing industry, a copy of it has been obtained and is reproduced in full below for the background information of members of the Tuna industry.

"DRAFT ARTICLES ON THE CONTINENTAL SHELF AND RELATED SUBJECTS PREPARED BY THE INTERNATIONAL LAW COMMISSION"

"Part I. Continental shelf"

ARTICLE 1.

"As here used, the term 'continental shelf' refers to the sea-bed and subsoil of the submarine areas contiguous to the coast, but outside the area of territorial waters, where the depth of the superjacent waters admits of the exploitation of the natural resources of the sea-bed and subsoil.

1. This article explains the sense in which the term "continental shelf" is used for present purposes. It departs from the geogolical

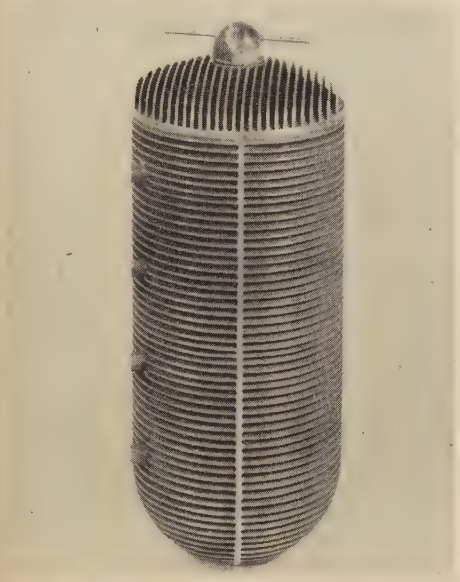
(*Continued on page 18*)

Progress & Production

(*Continued from page 13*)

For further information, write for a free copy of Condensed Scale Catalog No. 11, The Howe Scale Company, Rutland, Vermont.

COMBINATIOU OIL HEAT EXCHANGER AND OIL CLARIFIER



The J-B-Engineering Company of Los Angeles, California, announces the development of an oil-heat-exchanger and oil-clarifier as a combined integral unit which has, from both an engineering standpoint and the viewpoint of the operator-owner, met with considerable success in preventing many of the undesirable mechanical conditions as are now encountered by the operators of diesel powered equipment.

The exchanger will be marketed in a size which is optimum for the entire field of diesel powered equipment. The unit (the J-B-99 as illustrated), has an O.D. of 10 inches and measures just under 30 inches in overall length. The unit is completely finned, and is designed to present the immense surface area of approximately nineteen-hundred (1900) square inches for the dissipation of excessive temperatures that prevail in the body of the lubrication oil,—the rate of heat exchange being approximately five-thousand (5000) btu's per square foot exposed at room temperature with no air circulation.

The J-B unit encompasses a replaceable filter element which is unique in design and which tests determine to give in excess of fifty per cent greater service than other filters of comparable size. The element consists of a fibrous media, a pure white celleous which will filter down to two to four microns. In operation it can safely be stated that the element will filter out particles of five micro's, and will store within the filter media all contaminants of the oil which flows through the filter. This special fibrous media is carefully weighed and wound in convalutions upon a steel core thus affording many laminations of media which has the effect of multi-element protection, thus affording the user the assurance of excellent filtration without fear of channeling and with the knowledge that the status of his compounded oil will be maintained at the exact specification afforded by the oil refinery.

In operation, the character of the exchanger decreases the difference in temperature between the cooling system and the crankcase oil, thus narrowing the difference in expansion between water-cooled and oil-bathed parts, such as piston skirts and the cylinder liners. The advantage of keeping engine oils below critical temperature ranges is paramount and obvious. The use of a combined oil heat exchanger and oil clarifier will assure constant lubricant viscosity under practically all operating conditions.

The unit is unusually strong and is light, being cast in a special aluminum alloy, which has the physical characteristic of being able to dissipate heat more readily than most other metals.

An application of a combination of the factors outlined result in a stabilized lubricant viscosity; a cleaner engine free of tars, resins, gums, and other carbonaceous materials; a conservation of horsepower; a marked decrease in condensation; and a decrease in the wear of vital internal engine mechanisms as well as the conservation of fuel and oil is noted. Thus achieving for the fleet-operator of diesel equipment a saving which can only be measured in the extended economical life of the diesel engines involved.

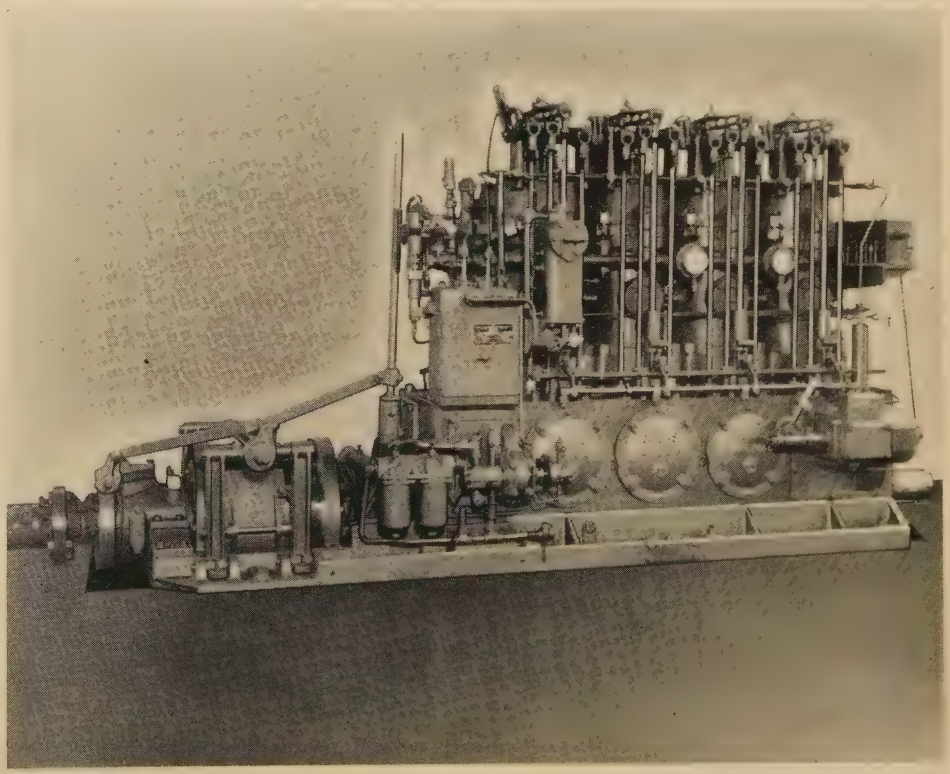
The unit is equipped with a by-pass valve wherein installation is adaptable to both full-flow and by-pass circulatory systems.

Today's Minute Man is the Civil Defense volunteer.

Austin Sherman, President of the Hallett Manufacturing Company, announced today the acquisition by his company of the Ruddock Company including its two acres of buildings and machinery, located adjacent to the present Hallett Diesel and Shielding plants in Inglewood, California.

The expansion program, according to Mr. Sherman, involves an expenditure of some $300,000 for plant facility and acquisition of the Ruddock plant, which will house Hallett's new aircraft and missile division. Mr. Nelson S. Praigg, according to Mr. Sherman, will be manager of the new division.

A new laboratory involving an expenditure of over $100,000 in technical equipment is currently under construction, according to Mr. Sherman, to serve as a control factor for the group of Hallett plants.



Main Power Plant of each shrimp dragger is this National Supply Atlas marine diesel with power take-off at forward end for the hauling winch. Reverse gear and clutch aft (at the left) connect to the propeller drive shaft.

Advertising

(*Continued from page 9*)

Advertising is a cumulative thing. Seldom will any single ad, no matter how large, do a complete sales job. It takes many ads on many days to sell merchandise and to keep it sold. A daily dose of solid pounding is required to drive home a message that will sell. Each ad plants the sales point deeper into the prospective customer's subconscious mind until they finally buy. And it takes more of the same kind of repetition to remind that customer to buy again and again.

One Advertiser of my acquaintance recently splurged a three month budget on a one time telecast of a certain special event. If the station had been able to grant him an exclusive it might have been a fair buy, but four other TV stations and nine Radio stations were airing the same event; fourteen stations in all, competing for the same audience.

The manager of that station, an old friend, told me in confidence, that the same amount of money would have given that Advertiser *three months* of nightly spot announcements in a choice spot. Being a conscientious man, he had advised against that splurge. But the Advertiser wanted to impress his friends and competitors, and his Advertising Agency lacked the moral courage to oppose his dumping a three month Ad budget into a one time show; doubtful practice by almost any advertising yard stick.

An ad that isn't followed up is only slightly better than no advertising at all. Having a big program, or a big fat ad once in a while may do things for the ego, but for solid selling, people who know advertising values will usually settle for frequency that keeps 'em buying, rather than the "here today—forgotten tomorrow" flash in the pan.

In newspaper advertising and in the magazines, small ads cleverly written, particularly cartoon ads, are often more effective than big ads because they are usually better located near the top of the page. They catch the eye and sell a point quickly and well.

Surveys indicate that most people will take time to read a cartoon ad and that cartoons are the best means of directing attention to an advertising message. These surveys also show that too few people take the trouble to read full page ads.

One National account I have had experience with, Alka Seltzer, has had amazing results scattering tiny two-inch ads containing household hints for leads, throughout many papers. These little ads frequently land at the top of columns and are scheduled on three or four different pages of a single edition, so that readers who overlook one will be almost sure to read another. In many instances readers "catch the message" several times in a single issue, thus increasing their value.

Canny executives of Alka Seltzer tell me those little daily ads have been a much better advertising buy for them than half pages once a week.

The more times a prospective consumer is reminded of Tuna, the more often he is likely to buy. Frequent "reminder" ads will usually do a bigger and better job than the big splurge ads that appear infrequently.

The same rule holds for Radio and TV. Speaking as an old station executive, I can tell you that when real radiomen get together, they invariably agree that a good singing spot announcement five days a week is to be preferred to almost any weekly program that can be mentioned. By their frequency the spots will reach vastly more people and will provide the pound-pound-pound sales impact and constant reminder that moves merchandise and keeps it moving.

Tuna Advertisers have largely dropped Radio and have plunged into TV with a vengeance, assuming as many men do, who are home evenings only, that "no one listens to Radio anymore."

There is no questioning the fact that Television is the sensation of today's Advertising, but dollarwise for food merchandising, there is considerable evidence that it falls short of matching the Daily Papers and Daytime Radio.

Reputable surveys show that Radio is still the "kitchen companion" of the housewife. The girls simply can't get their work done while gawking at TV, and it's a good deal harder to copy a recipe from the TV screen than it is to clip it out of the morning paper.

Many big advertisers, including Quaker Oats, Proctor and Gamble and others, have been trimming their expensive TV sails and are going back into Daytime Radio. Not only do the surveys indicate that women still listen to soap operas and other Daytime Radio Programs, but they show that more Radio listening is done in the kitchen of homes owning TV sets than in non TV homes. Also, many women listen to their car radios on the way to shop.

So, many big food advertisers have concluded that a product advertised on Radio that hits a woman while she is in her kitchen or on the way to the store, stands the best possible chance of landing on her shopping list.

Trend of food advertisers into daytime Radio in concentrated markets is clearly observable, with over $20,000,000 being appropriated this year, bringing food advertising to the top among all other classifications in Daytime Radio.

The National magazines are taking the worst beating from TV and Daytime Radio as a check of the volume of food advertising in their pages clearly indicates. Many food advertisers are complaining that the big magazines duplicate each other in circulation.

It has also been pointed out that the magazine of top circulation reaches only about 15% of any given city or area and reaches its readers only twice a month.

In the opinion of many food merchants that is not often enough. They are showing a marked preference for the daily or weekly contact with the buying public that is provided by Newspapers, Radio and TV.

However, in my opinion, the National

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EBB'N FLOW

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catches were not of commercial quantity. In the other areas explored, shrimp catches were negligible.

A Danish importer who plans to fish along the Peruvian coast stopped at Bermuda en route to Peru in order to discuss with the local authorities the possibility of experimental fishing in Bermuda waters, according to the March 28 and Apirl 3 issues of *Dansk Fiskeritidende*, a Danish trade paper. The local government was reported to be very much interested and it was agreed by the Danish-Peruvian company that the two Danish cutters which recently deported from Hundested for Peru would spend a couple months in Bermuda to determine if there is an opportunity to develop a fishery similar to that in Peru. The vessels are equipped with a

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North of 36 Degrees

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the substance your thyroid gland manufactures. This vital gland secretion depends entirely ON THE IODINE SUPPLY in your daily foods.

To show what geography may have to do with human health, look at a map and draw an imaginary line from East to West across the middle of the United States. You will find this will be at about the 36th parallel of North Latitude. This line may be imaginary but what goes on *south* and *north* of that line is not.

In a nutshell, south of the line, there is a great deal more iodine in the soil than north of the line. Directly proportional to the iodine in the soil, goiter and other iodine deficiency maladies are common in the north, but little known in the south. Animals as well as humans are affected. As a side light on the cash value of keeping *animals* healthy, some of our most important nutritional discoveries have come from animal feeding experiments. The results thus learned have only *partially* been brought over to the *science of nutrition for humans.*

Those who are familiar with stock raising know that calves born with deficient iodine are weak and often die within a few days. In severe iodine shortages, the hair of the calf may be thinner than normal or the animal may be almost completely hairless. Sheep too, receiving insufficient iodine, give birth to weak lambs, sometimes with a thyroid enlargement commonly called "big neck." Horses, poultry and even household pets join the procession of sick animals when iodine feeding is neglected. When iodine is *restored* to the diet, the farmer becomes the spectator of an iodine miracle

In an experiment on pigs, sows fed iodine during their pregnancy, farrowed fifty per cent more young than sows of the same breed without iodine. The litters of the iodine fed sows were superior also in other respects. Similar experiments with sheep and guinea pigs show the same results. Proper food is destiny insofar as health is concerned—*on all levels of life.*

A breeder of white leghorn hens fed the birds organic iodine and after analysis, the eggs were found to contain over 4500 parts per billion of pure organic iodine. Generally the iodine content of eggs is perhaps only several hundred parts per billion or lower. Note that here is a *thousand per cent* increase in the iodine of eggs. Poultry raisers who watch iodine in the daily feed are the gainers at small expense, for their chickens are healthier, lay better, live longer. We, who eat these eggs, are gainers in stepped-up food and health values.

With this groundwork laid, let us consider iodine from the *human* standpoint. It has been said that "the age of man depends on the quality of his thyroid gland." Many scientists believe this to be true. If it is true, then a little knowledge can bring into our diets what might actually be called an "anti-old-age" element. It is an interesting sidelight to consider that Nature herself has bestowed a high honor on iodine in providing a special gland for it. This places iodine in a very special class, because the thyroid can use no substitute for iodine and no other gland has been so honored as to have one element singled out for its exclusive use.

Most people think of iodine as an antiseptic, principally useful in sterilizing wounds. Whatever value it has in this field is multiplied a *thousand times* when we consider its value as a food There are many substitutes for iodine as an antiseptic *but there is no substitute for iodine as a food* and the best iodine foods come *from the ocean.*

Iodine is *constantly being washed* from the soil of the earth into the ocean; the rate of soil bankruptcy is *faster* in some parts of the world than in others; In the United States, during past geological ages, the regions around the Great Lakes suffered the quickest iodine losses; *The goiter belt is the result.*

Recent investigations by nutrition scientists place a high health priority on the role of iodine in body areas other than the thyroid gland, the chief storehouse of iodine. The blood contains about 2300 parts of iodine per billion and when the blood contains less, there is a decrease in red cells. The liver, the great cleanser and body detoxifier, contains about 400 parts of iodine per billion while the adrenals, the glands of "fight, fright, flight and might" must contain circulating iodine for healthy functioning.

"We may take it" reports the late Sir William Arbuthnot Lane, M.D., personal physician to King George V of England, "that IODINE, even in the minute quantities against the germ invasion to which the human body is constantly subjected. IODINE can be truly said to play an integral part in the defense work of living organisms."

From Public Health Bulletin No. 192, issued by the United States Treasury Department, Public Health Service, we find under "Determinations of the amounts of iodine in various foodstuffs" these facts. In the order of desreasing IODINE content, the more common foodstuffs are divided into the following groups:

1. Marine algae (contain the most iodine)
2. Oysters, clams and lobsters.
3. Salmon, tuna and most common deep sea fish (fresh or canned)
4. Containing the least iodine are inland lake and stream fish, vegetables, meat and milk.

The moral in the foregoing is plain. No simple measure towards better health is likely to pay more dividends than the addition of more dietary iodine to the day's fare. Methodically incorporating more deep sea fish in the weekly or monthly quota of food is the most practical program.

Middle aged people who notice that after they pass the forty mark, they begin to feel unaccountably tired, would be wise to try for more vitality and endurance via the iodine route of more sea

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Port of Seattle

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unchanged. With hostilities confronting America, though, the area proved valuable as a site for the construction of wooden ships, an activity which went on all during the war.

Following World War I, Fishermen's Terminal reverted to its pre-war status, remaining that way until the middle thirties. Until about 1930, moorage facilities were nominal, and for a number of years created an operating loss. Then, however, as now, Fishermen's Terminal's worth lay not in its ability to show a yearly profit but rather in its role as headquarters for an industry contributing millions of dollars yearly to Seattle's economy.

The present major development of Fishermen's Terminal at Salmon Bay had its beginnings in 1934 when the late Port Commissioner J. A. Earley first visualized an over-all expansion program for the terminal to insure that its services and facilities would keep pace

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The Continental Shelf

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concept of that term. The varied use of the term by scientists is in itself an obstacle to the adoption of the geological concept as a basis for legal regulation of the problem.

2. There was yet another reason why the Commission decided not to adopt the geological concept of the continental shelf. The mere fact that the existence of a continental shelf in the geological sense might be questioned in respect of submarine areas where the depth of the sea would nevertheless permit exploitation of the subsoil in the same way as if there were a continental shelf, could not justify the application of a discriminatory legal system to these 'shallow waters.'

3. The Commission considered whether it ought to use the term 'continental shelf' or whether it would not be preferable, in accordance with an opinion expressed in some scientific works, to refer to such areas merely as 'submarine areas.' It was decided to retain the term 'continental shelf' because it is in current use and because the term 'submarine areas' used alone would give no indication of the nature of the submarine areas in question.

4. The word 'continental' in the term 'continental shelf' as here used does not refer exclusively to continents. It may apply also to islands to which such submarine areas are contiguous.

5. With regard to the delimitation of the continental shelf the Commission emphasizes the limit expressed in the following words in article 1: '. . . where the depth of the superjacent waters admits of the exploitation of the natural resources of the sea-bed and subsoil.' It follows that areas in which exploitation is not technically possible by reason of the depth of the waters are excluded from the continental shelf here referred to.

6. The Commission considered the possibility of adopting a fixed limit for the continental shelf in terms of the depth of the superjacent waters. It seems likely that a limit fixed at a point where the sea covering the continental shelf reaches a depth of 200 metres would at present be sufficient for all practical needs. This depth also coincides with that at which the continental shelf, in the geological sense, generally comes to an end and the continental slope begins, falling steeply to a great depth. The Commission felt, however, that such a limit would have the disadvantage of instability. Technical developments in the near future might make it possible to exploit resources of the sea-bed at a depth of over 200 metres. Moreover, the continental shelf might well include submarine areas lying at a depth of over 200 metres but capable of being exploited by means of installations erected in neighbouring areas where the depth does not exceed this limit. Hence the Commission decided not to specify a depth-limit of 200 metres in article 1. The Commission points out that it is not intended in any way to restrict exploitation of the subsoil of the sea by means of tunnels driven from the main land.

7. The Commission considered the possibility of fixing both minimum and maximum limits for the continental shelf in terms of distance from the coast. It could find no practical need for either, and it preferred to confine itself to the limit laid down in article 1.

8. It was noted that claims have been made up to as much as 200 miles; but as a general rule the depth of the water at that distance from the coast does not admit of the exploitation of the natural resources of the subsoil. In the opinion of the Commission, fishing activities and the conservation of the resources of the sea should be dealt with separately from the continental shelf (see part II below).

9. The continental shelf referred to in this article is limited to submarine areas outside territorial waters. Submarine areas beneath territorial waters are, like the waters above them, subject to the sovereignty of the coastal State.

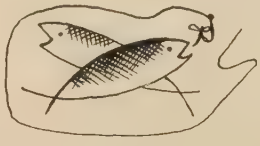
10. The text of the article emphasizes that the continental shelf includes only the sea-bed and subsoil of submarine areas, and not the waters covering them (see article 3).

ARTICLE 2.

The continental shelf is subject to the exercise by the coastal State of control and jurisdiction for the purpose of exploring it and exploiting its natural resources.

1. In this article the Commission accepts the idea that the coastal State may exercise control and jurisdiction over the continental shelf, with the provision that such control and jurisdiction shall be exercised solely for the purpose stated. The article excludes control and jurisdiction independently of the exploration of the natural resources of the sea-bed and subsoil.

2. In some circles it is thought that the exploitation of the natural resources of submarine areas should be entrusted, not to coastal States, but to agencies of the international community generally. In present circumstances, however, such internationalization would meet with insurmountable practical difficulties, and it would not ensure the effective exploitation of the natural resources which is necessary to meet the needs of mankind. Continental shelves exist in many parts of the world; exploitation will have to be undertaken in very diverse conditions, and it seems impracticable at present to rely upon international agencies to conduct the exploitation.



3. The Commission is aware that exploration and exploitation of the sea-bed and subsoil, which involve the exercise of control and jurisdiction by the coastal State may to a limited extent affect the freedom of the seas, particularly in respect of navigation. Exploration and exploitation are permitted because they meet the needs of the international community. Nevertheless, it is evident that the interests of shipping must be safeguarded, and it is to that end that the Commission has formulated article 6.

4. It would seem to serve no purpose to refer to the sea-bed and subsoil of the submarine areas in question as *res nullius*, capable of being acquired by the first occupier. That conception might lead to chaos, and it would disregard the fact that in most cases the effective exploitation of the natural re-

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EBB'N FLOW

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brisling seine, a tuna seine, and all kinds of trawl gear including four floating trawls. Also included are Danish seines, herring gill nets, lines of various types, and special gear, such as gill nets for bonito.

Work on a floating fish factoryship of new design will begin shortly at an Aberdeen shipyard according to an April 22 American consular report from Edinburgh, Scotland. The ship is to be built for a firm in Leith, Scotland. Plans are based upon the experimental work carried out on the factoryship *Fairfree* (a British admiralty covette which was converted to a factory trawler).

The vessel has a stern chute, similar to that of a whale factoryship, and the trawl nets will be operated through this aperture, the trawl winch is driven by a 300 H.P. electric motor, but two motors are installed side by side so that either of them can be coupled to the winch drive in a matter of seconds. The nets are emptied direct into the fish pens in the factory space through hinged flush hatches in the upper deck. The factory space is equipped with machinery for washing, heading, filleting, and skinning. The fish are then weighed, wrapped, and passed through quick-freezers, then sent to storage holds on conveyor belts. The refrigerating machinery has a capacity of about 30 metric tons of fish per day. A temperature of —5° in the storage holds is contemplated.

The fish offal is fed by conveyors to a fish-meal plant. A plant for extracting oil from the fish livers will also be installed.

The new ship is 245 feet long by 44 feet broad by 24 feet molded depth to the bridge deck. Sufficient fuel is carried for a voyage of 80 days and the main power source is a 4 cylinder, 1900 B.H.P. opposed-piston marine oil engine. Two vertical boilers provide steam for operation of fresh-water evaporators, and fish-meal and liver-oil plants, as well as for hot water and central heating. Auxiliary motors are driven electrically with power provided by diesel-driven generators.

Exposition:

Concurrent with the Fourth Western Packaging and Materials Handling Exposition which will be held in the Los Angeles Shrine Convention Hall, August 12-13-14, a Packaging and Materials Handling Institute will be conducted under the auspices of the University of Southern California, and the Los Angeles Chamber of Commerce, it is announced by John R. Huffman, As-

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Advertising

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magazines are still outstanding buys for the Canner with nationwide distribution, but the Tuna producer whose distribution is spotty will save himself money by concentrating his advertising in the local daily papers, radio and TV stations where his product is on the grocery shelves.

Surveying today's Tuna Advertising, it appears that the industry shows wisdom in continuing to place the bulk of its budget in reliable newspapers, but the effectiveness could be greatly increased by spreading out the big ads into more frequent showings of smaller ads. More could be gotten out of the money now being spent in Television by purchasing spots rather than weekly programs and most Canners could profit by the purchase of Radio spot announcements—if other food merchants haven't grabbed all the choice morning avail abilities.

Too much emphasis continues to be placed upon brand alone with no reference to the excellence of Tuna as a tasty, nutritional product that can be served less expensively than any other high protein food. Some strides have been made in the past six months along this line but, as yet, too many ads feature only a picture of a can of Tuna with the uninspired statement, "This is the Best," or "Our Tuna Outsells All the Rest."

Whether the Advertising Departments or the Agencies are responsible for the failure to sell Tuna as well as brand, or if this is a policy dictated by top management or it just happens to be an oversight, I still haven't been able to learn. But, plugging brand name alone, to the exclusion of information and recipes that will help convince thousands of non-users to try Tuna, is shortsightedness of a very serious nature.

With surveys clearly indicating that 45% of the American people seldom or never eat Tuna and many still don't know what it is, the absence of copy selling Tuna's advantages and this failure to provide a recipe in EVERY ad is a shortcoming so glaring that it is the talk of the Advertising profession.

Other surveys show that the inclusion of a recipe in an ad increases its woman-appeal by over 30%. A recipe clipped and placed in a housewife's file may be used again and again; one type of advertising that has a real lasting effect.

Actually, the most effective Advertising the Tuna industry has had during the past six months was provided free by the producers of products that go well with Tuna. It seems to me that the Tuna industry would do well to reciprocate in all future Advertising. It is encouraging to note that several Canners have recently started mutual campaigns with the producers of related food products, and recipes are the featured item of each of the ads.

During recent years the failure of the Tuna industry as a whole to provide itself with a proper Public Relations Division has cost the loss of millions of dollars worth of free publicity.

Such a department, functioning properly under men who know the business and have National contacts, could double the effectiveness of the three million dollars now being spent annually to advertise Tuna.

To accomplish the great sales increases necessary to insure the industry-wide stability that will keep your boats fishing, is going to require a sound Advertising plan, proper Public Relations follow-up and the coordination of the entire Advertising and Sales effort of the Tuna Industry.

North of 36 Degrees

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food in the diet. Just as long as middle aged people try to deceive themselves with the belief that their failing function is always due to overwork or the need of a rest or vacation, they are unlikely to solve the trouble. The gist of this thought is that anyone who suspects that he is beginning to age prematurely is urged to consider these iodine truths very seriously. An extra pound or so of ocean fish in the diet each week might well be the best practical consideration of it. Iodine deficiency, like rain, falls on the just and the unjust alike.

"An ounce of prevention is worth a pound of cure." So goes the old saying that was never truer about anything more than iodine. Dr. Kenneth Fraser, a celebrated British iodine authority, puts the matter this way: "Those who have led the way to iodine treatment have blazed a trail to health, national and individual, which is well worth further investigation."

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sociate Professor of Industrial Engineering at the University.

The institute which will be held on the University of Southern California campus, one block from the Shrine Convention Hall, will embrace clinics and shop studies with the nation's top authorities in these fields conducting the sessions. Information for admission to these sessions, which will be conducted two mornings during the Exposition, can be secured from the University of Southern California.

The Western Packaging & Materials Handling Exposition, the first to be held in Southern California, together with the Packaging Institute, will be the most ambitious enterprise for the industry that has ever been undertaken in the west, and promises a record breaking attendance from the 11 Western States.

The Los Angeles Chamber of Commerce and the various industrial associations in the field are carrying on a strong promotional program for the launching of this first appearance of the Western Packaging & Materials Handling Exposition in Los Angeles.

SALES PROMOTION

Public Relations:

Would you be glad to have the consumers of your fishery products visit your plant? If your answer is "No", perhaps you will find it profitable to make the alterations necessary to change your answer to "Yes." If your answer already is "Yes", why not reap the publicity, increased sales, and good will such visits will bring.

The British Trawlers Federation of England has launched a scheme which appears to improve their public relations. Called "Hullo Trawlermen", it gives housewives an opportunity to make a tour of fishing piers to see fish as they are unloaded and processed, to go aboard the boats, and to meet the men who catch the fish. By showing the women motion pictures taken on the fishing grounds, the British Trawler Federation has also tried to give them an idea of the rigors of a fisherman's life. The human interest stories and pictures which these tours provide have given the English fishing industry invaluable free newspaper and radio publicity.

Fish dealers in this country, on request, have been host to interested groups of women on numerous occasions, but there has been little continuous effort to get homemakers to take special, publicized tours of the fish plants or boats. Many companies in the

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The Continental Shelf

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sources will depend on the existence of installations on the territory of the coastal State to which the submarine areas are contiguous.

5. The exercise of the right of control and jurisdiction is independent of the concept of occupation. Effective occupation of the submarine areas in question would be practically impossible; nor should recourse be had to a fictional occupation. The right of the coastal State under article 2 is also independent of any formal assertion of that right by the State.

6. The Commission has not attempted to base on customary law the right of a coastal State to exercise control and jurisdiction for the limited purposes stated in article 2. Through numerous proclamations have been issued over the past decade, it can hardly be said that such unilateral action has already established a new customary law. It is sufficient to say that the principle of the continental shelf is based upon general principles of law which serve the present-day needs of the international community,

7. Article 2 avoids any reference to 'sovereignty' of the coastal State over the submarine areas of the continental shelf. As control and jurisdiction by the coastal State would be exclusively for exploration and exploitation purposes, they cannot be placed on the same footing as the general powers exercised by a State over its territory and its territorial waters.

ARTICLE 3.

The exercise by a coastal State of control and jurisdiction over the continental shelf does not affect the legal status of the superjacent waters as high seas.

ARTICLE 4.

The exercise by a coastal State of control and jurisdiction over the continental shelf does not affect the legal status of the airspace above the superjacent waters.

The object of articles 3 and 4 is to make it perfectly clear that the control and jurisdiction which may be exercised over the continental shelf for the limited purposes stated in article 2 may not be extended to the superjacent waters and the airspace above them. While some States have connected the control of fisheries and the conservation of the resources of the waters with their claims to the continental shelf, it is thought that these matters should be dealt with independenently (see part II below).

ARTICLE 5.

Subject to the right of a costal State to take reasonable measures for the exploration of the continental shelf and the exploitation of its natural resources, the exercise by such coastal State of control and jurisdiction over the continental shelf may not exclude the establishment or maintenance of submarine cables.

1. It must be recognized that in exercising control and jurisdiction under article 2, a coastal State may adopt measures reasonably connected with the exploration and exploitation of the subsoil, but it may not exclude the laying of submarine cables by nonnationals.

2. The Commission considered whether this provision should be extended to pipelines. If it were decided to lay pipelines on the continental shelf of another country, the question would be complicated by the fact that pumping stations would have to be installed at certain points, and these might hamper the exploitation of the subsoil more than cables. Since the question does not appear to have any practical importance at the present time, and there is no certainty that it will ever arise, it was not thought necessary to insert a special provision to this effect.

ARTICLE 6.

(1) The exploration of the continental shelf and the exploitation of its natural resources must not result in substantial interferences with navigation or fishing. Due notice must be given of any installations contructed, and due mean of warning of the presence of such installations must be maintained.

(2) Such installations shall not have the status of islands for the purpose of delimiting territorial waters, but to reasonable distances safety zones may be established around such installations, where the measures necessary for their protection may be taken.

1. It is evident that navigation and fishing on the high seas may be hampered to some extent by the presence of installations required for the exploration and exploitation of the subsoil. The possibility of interference with navigation and fishing on the high seas could only be entirely avoided if the subsoil could be exploited by means of installations situated on the coast or in territorial waters; in most cases, however, such exploitation would not be practicable. Navigation and fishing must be considered as primary interests, so that the exploitation of the subsoil could not be permitted if it resulted in substantial interference with them. For example, in narrow channels essential for navigation, the claims of navigation should have priority over those of exploitation.

2. Interested parties, i.e., not only governments but also groups interested in navigation and fishing, should be duly notified of the construction of installations, so that these may be marked on charts. Wherever possible, notification should be given in advance. In any case, the installations should be equipped with warning devices (lights, audible signals, radar, buoys, etc.).

3. The responsibility for giving notification and warning referred to in the last sentence of paragraph (1) of this article, is not restricted to installations set up on regular sea lanes. It is a general duty devolving

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Port of Seattle

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with the growth of Seattle's vital fishing industry. Earley's plans have culminated under the direction of the present Port of Seattle Commission. This program began in 1939 with the construction of one new net shed and the installation of sawtooth mooring piers. These latter were unique in that their design was originated by the Port of Seattle engineering staff under the direction of Chief Engineer George T. Treadwell. Their installation attracted such national attention that this form of pier has been copied by major fishing terminals in many sections of the country.

An educational program was started among the fishermen of this area whose attitude at that time was: "We spend a great deal of money in this community; why as taxpayers, should we have to pay for these facilities?" The explanation was, of course, that Seattle had to provide facilities if she was to hold the fishing fleets here, and that responsibility fell equally upon all residents of the port district. Once the realization was common that if Seattle lost her fishermen she would lose millions of dollars of annual income, the Port plan to make Fishermen's Terminal at Salmon Bay the finest commercial fishing facility in the nation was accepted with enthusiasm.

In the elections of 1948, voters approved a bond issue of $1,750,000, of which $1,000,000 was earmarked directly for the program now completed at Salmon Bay.

In planning the expansion of the facility, the Port of Seattle engineering staff considered two "musts." One, the needs of the Pacific Northwest fishing fleet, and two, the need for a prime tourist attraction in Seattle. The first was considered the more important.

Twenty acres of land on the west side of the terminal were purchased to provide the necessary room for expansion and the preliminary site preparation work was completed. Key to the situa-

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ANDERSON FURNITURE COMPANY

25,000 Square Feet of New and Used Furniture

SEE US
FOR FINEST CUSTOM-BUILT AIRFOAM LIVING ROOM FURNITURE

Two-day Delivery

741 F Street, thru to 751 7th

F 9-9266

tion was the need for an adequate entrance to the grounds. The new Emerson Street Viaduct was the answer to this problem. The new bridge, a modern, four-lane, concrete overhead, not only provides rapid and convenient traffic movements into Fishermen's Terminal, but also provides, for the first time, fast traffic access between the trading areas of the Magnolia, Wallingford, University, and Ballard districts of Seattle. Northern Pacific Railway shared in the cost of the new bridge in proportion to the extent of their franchise obligation. The remainder of the financing was split 50-50 between the Port of Seattle and the City of Seattle. The final step in linking the north and south sides of the Ship's Canal came with the paving of the new highways between the bridge and Commodore Way and between Gilmore Avenue and Emerson Way.

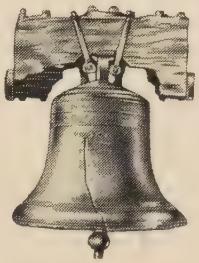
A staggering amount of construction work was necessary to carry out the modernization program. The first job included construction of 150 lineal feet of concrete bulkhead, 1,659 lineal feet of sheet pile bulkhead, 270 lineal feet of concrete drain line, 38,000 cubic yards of dredging, 154,000 cubic yards of fill, and 8,500 cubic yards of grading.

Two new 60'x200' net sheds were also constructed and two 625-foot sawtooth piece "K" and "L" were built. The south end of pier "H" was extended to provide a 36'x100' loading dock. Final step was the erection of the new office and restaurant building, designed by Marion Kelez of the Port of Seattle engineering staff.

The future development of Fishermen's Terminal at Salmon Bay will see it become the hub of Seattle's great fishing industry. In area, it is many times larger than any other similar fishing terminal in America. The number and size of boats docking at Fishermen's Terminal surpass that of any similar terminal in the country. Not only does Fishermen's Terminal at Salmon Bay offer the fishermen the finest moorage available on the Pacific Coast, but the story and color of Seattle's fishing fleet and its home port will travel throughout the country as tourists discover its attraction and carry the word home.

Col. Warren D. Lamport, managing director of the Port of Seattle, and Edward Fitzgerald, superintendent of Fishermen's Terminal, have announced that in addition to the Port of Seattle dock offices initial tenants of the new office building will include the Wharf Restaurant, Seattle Boat Exchange, Flagler's Boat Sales, Fisheries Supply Co., Consolidated Enterprises, Wakefield Fisheries, and Storfold and Grondahl Packing Co.

Present tenants elsewhere on the terminal grounds include Atlas Engine Co., Acme Boiler and Paint Co., Henry Akervick Co., General Petroleum Co., Union Oil Co., Rogers Battery Shop, Fishing Vessel Owners Marine Ways, Harris Electric Co., Kadiak Fisheries, Nordby Supply Co., Fairbanks-Morse, Seattle Ship Supply Co., John Arflot Marine Way, National Supply Construction Co., and Vic Morrison Co.



EBB'N FLOW

(*Continued from page 19*)

industry have plants of which they are proud. If you are a fish processor, why not adopt the "Hullo Trawlermen" idea and demonstrate the effort which you are making to give consumers fish of first-class quality? Distribute recipes as an additional feature, and, if feasible, samples of your products.

In organizing such a tour, local agents of the United States Department of Agriculture's Extension Service may be helpful. Look in your local telephone book to find out if there is such an office in your city. Nearly every county in the United States has an Extension Service County Home Demonstration Agent in the County Seat. Women's Clubs or Women's Service Organizations are other possible group contacts.

The value of such an idea to the industry, or any dealer, would be, of course, in direct relation to the manner in which the tour is conducted. However, a little effort along these lines should result in better public relations for the fishing industry, and more fish sales.

(*Continued on page 22*)

The Continental Shelf

(*Continued from page 20*)

on States regardless of the place where such installations are situated.

4. While an installation could not be regarded as an island or elevation of the seabed with territorial waters of its own, the coastal State might establish narrow safety zones encircling it. The Commission felt that a radius of 500 metres would generally be sufficient, though it was not considered advisable to specify any definite figure.

ARTICLE 7.

Two or more States to whose territories the same continental shelf is contiguous should establish boundaries in the area of the continental shelf by agreement. Failing agreement, the parties are under the obligation to have the boundaries fixed by arbitration.

1. Where the same continental shelf is contiguous to the territories of two or more adjacent States, the drawing of boundaries may be necessary in the are of the continental shelf. Such boundaries should be fixed by agreement among the States concerned. It is not feasible to lay down any general rule which States should follow; and it is not unlikely that difficulties may arise. For example, no boundary may have been fixed between the respective territorial waters of the interested States, and no genral rule exists for such boundaries. It is proposed therefore that if agreement cannot be reached and a prompt solution is needed, the interested States should be under an obligation to submit to arbitration *ex aequo et bono*. The term "arbitration" is used in the widest sense and includes possible recourse to the International Court of Justice.

2. Where the territories of two States are separated by an arm of the sea, the boundary between their continental shelves would generally coincide with some median line between the two coasts. However, in such cases the configuration of the coast might give rise to difficulties in drawing any median line, and such difficulties should be referred to arbitration.

(*To be Continued Next Issue*)

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Joseph Franklin Bent, Jr., FBI No. 4,591,174

JOSEPH FRANKLIN BENT, JR., alias Franklin Joseph Bent, Howard Franklin Bent, Joe Bent, Thomas Claude Richards, Charles Rayborn, Coal Frederick Redmond.
BENT is described as follows:

Age:	25
Height:	6'1"
Weight:	165-180 pounds
Complexion:	Ruddy
Eyes:	Brown
Hair:	Brown (waxy)
Build:	Heavy
Occupation:	Fisherman
Scars and Marks:	Scar on point of chin; ½ inch oblique scar on second joint of left index finger, rear; ¼ inch oblique scar on back of left index finger; ¾ inch oblique scar above inner point of right eye; ½ inch horizontal scar above inner point of left eye; three ½ inch scars under chin; bone removed from tip of nose; dim cut scar on left side of forehead; ½ inch scar on right thumb; 1 inch scar on left knee; ½ inch scar on right elbow.

Federal warrants are outstanding for BENT's arrest at San Diego, California, and Cincinnati, Ohio, charging him with unlawful flight from these states for the crimes of attempted murder and armed robbery. An indictment is outstanding at Cheyenne, Wyoming, charging BENT with unlawful flight from the State of Wyoming, for assault with intent to murder.

BENT is known to be interested in fishing both for sport and on a commercial basis and may be working for some company connected with the fishing industry. BENT is known to be armed and is considered dangerous. He has used firearms in the past to make good his escape.

If you have information which may assist in locating BENT, or should such information come to your attention in the future, please notify the nearest office of the F.B.I., the telephone number and address of which is listed in the first page of your local telephone directory. **Please make no attempt to apprehend or detain BENT, as he is extremely dangerous.**

Special Note: this information is published at the request of the Federal Bureau of Investigation.

Ebb 'n Flow

(*Continued from page 21*)

More than 35 California fishermen have been licensed by the Department of Fish and Game to plow Pacific Ocean depths among the newly-discovered prawn beds—and more are applying at the rate of two a week.

Between Crescent City and Morro Bay, about a dozen commercial fisher-

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men have built special shrimp trawls and are making adjustments to their gear to make it fish properly, according to Assistant Chief John F. Janssen of the marine fisheries branch.

Rough weather conditions since the State's first ocean prawn fishing season opened April 1 have delayed a real test for the new fishery. Satisfactory marketing conditions have not yet been developed, Janssen revealed.

The off-shore prawn beds were located on special survey trips made during 1950 and 1951 by the State's marine research vessel "*N. B. Scofield.*" Sufficient concentrations of the crustaceans were found to justify the setting of a commercial season and gear and catch regulations.

By May 1, the largest single landing of shrimps was 1,200 pounds, taken near Morro Bay.

SARDINE REDUCTION

California fish processors who reduce sardines into commercial oils and meals will have maximum quota of 100,000 tons for reduction in the 1952-53 fishing season.

The Fish and Game Commission lowered the annual quota by one-third after hearing a report from the Marine Fisheries Laboratory that only 1,022 tons were reduced in the 1951-52 season. The action was taken at the Commission's May meeting in Alameda.

At the same time, Commissioners granted 90 applications to reduce sardines for other than human food use. Each permittee's individual quota for the coming season will amount to about 1,100 tons.

All other sardine fishing regulations are controlled by the Legislature. The establishment of an annual reduction quota is the Commission's only regulatory power over the commercial fishing industry. (*Continued on page 25*)

Isabel's Fiesta

This commemorative event, first enacted more than 600 years ago in the tiny village of Alemquer, Portugal, was re-enacted once again early this month in the Portuguese community of Roseville, in San Diego, California.

Fore-running a visitation of the Holy Ghost to Isabel, then Queen of Portugal, was a bloody battlefield event waged between father and son, with Isabel the wife and mother in this earthly trinity.

(Photo Despla's Studio)

Queen Mary Lillian Gonsalves

It has been recorded that Isabel received divine premonition, thus enabling her to stop the slaughter, and the visitation resulted in the building of a church and a great fiesta in honor of that occasion.

So great was the reception accorded this gesture of Isabel's by the oppressed people of Portugal that *Isabel's Fiesta* has become one of the most beloved events of the Portuguese people all over the world.

Each year the young daughter of a member of the community is selected to reign as Queen of the affair, and this year the honor fell upon 15-year-old Mary Lillian Gonsalves, daughter of Mr. and Mrs. Manuel O. Gonsalves, whose father was president of the 1952 Fiesta.

"NEW CALIFORNIA"

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San Diego Marine Exchange

Big business begins in curious ways, and it is usually interesting to learn how they start. Llano Briggs, of San Diego, discovered his garage filled to overflowing with boat equipment and supplies removed from his own boats, and with other items for which he had no immediate usefulness, with the result that he found it necessary to dispose of these supplies.

The result became, in a remarkably short time, the SAN DIEGO MARINE EXCHANGE, now a full-fledged marine supply house, offering one of the most valuable and unique services to be afforded on many a waterfront. Probably the most unusual of the services provided by Briggs is an exchange deal, whereby most any boat owner can swap any piece of equipment he cannot presently use for a more satisfactory item.

Proof of the success of this operation is the tremendous business built up quickly with the owners of small boats in the San Diego harbor, plus members of the yacht clubs, as well. Also, the tuna clipper fleet has found this service one to their liking in the matter of obtaining promptly such items of equipment as might ordinarily require special orders from the manufacturers.

New Shipyard

San Diego's newest shipyard launched their first vessel on June 1. The *New California*, under construction five months by Mauricio & Sons, Marine Yards, went down the ways at four o'clock following a brief ceremony at which Cosimo Cutri, president of the Marine Press Association, acted as master of ceremonies. Port Director John Bate, gave a short address. The vessel was christened by Mrs. Robert Everingham, wife of the owner. Also, with part interests in the vessel, are two sons Roy and Charles Everingham.

The *New California* has a 13 foot beam and is 43 feet in length. She was built as a multi-purpose boat intended primarily to haul bait for the San Diego Sportfishing industry; but can be readily fitted for live-bait fishing. She is powered with a six-cylinder GMC, No. 671 main engine, and has a one-cylinder GMC auxiliary to run alternating current generators.

The Mauricio's, father and son, Tony Sr., and Jr., were in the shipbuilding business for more than ten years at Fort Bragg prior to moving their industry to San Diego.

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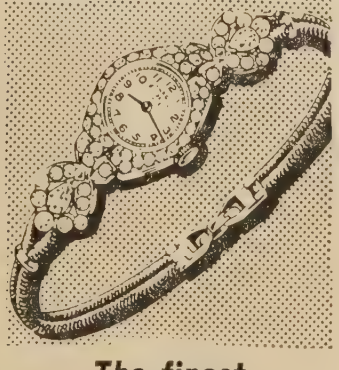

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Govt. Procurement Agencies

A list of United States Government Agencies for fishery products has been received from the Fish & Wildlife Service who abstracted this information from a recently revised Government Procurement Manual not available for general distribution.

The Federal Government buys through both military and civilian agencies. Firms wishing to submit bids to one or more of these agencies must first request an invitation to bid from the agency to which they wish to sell. The list should be accompanied by a list of the products for sale.

The military procurement agencies generally make purchases of large quantities of fishery products on a bid-contract basis. Although the quartermaster market centers do the bulk of the purchasing, each one must be contacted individually since there is no central point where all contracts are placed, or where all immediate requirements are known.

The civilian agencies usually buy in smaller quantities; with military agencies, each agency must be contacted individually.

In addition to purchases on contract, military and civilian agencies purchase fish on a direct basis if the value does not exceed $200. Firms wishing to sell to these agencies on this basis should contact the purchasing officer directly.

Firms desiring to contact Procurement Agencies within their respective vicinities will be provided with addresses if they will contact this magazine.

Ebb 'n Flow

(Continued from page 23)

APPOINTMENTS:

President Paul Denny of the California Fish and Game Commission has announced the appointment of William J. Harp to the newly-created post of special representative of the Commission.

Harp, 56, 24-year veteran State employee, will take a leave of absence from his present civil service position as assistant chief of patrol, Department of Fish and Game. The special representative post is exempt from civil service regulations.

Under the new Legislative reorganization program, the field agent is responsible to the five-man Commission and the Director of the Department of Fish and Game. He will handle the Commission's administrative duties, represent the Commission at public meetings and act as Legislative representative.

Denny stated that Harp was appointed from a large field of prospective candidates because of his "demonstrated ability to administer fish and game business and to gain friendly cooperation.

Harp's salary, title, and effective date of appointment will be determined by the State Personnel Board and the Department of Finance.

Appointed a fish and game warden in 1928, Harp rose to captain of patrol in 1936 and was named assistant chief of the San Francisco district in 1941.

Appointments:

Final organization of the Southern Executive Committee. Western Transportation Council, was effected in May by representatives of railroad, steamship, port and related maritime groups, meeting in the board room of the Los Angeles Harbor Commission at City Hall.

Tom Maddox, Traffic Manager of the Port of Los Angeles, was named Chairman, and Robert Hudson, Assistant Traffic Manager of Pacific Transport Lines, was named Vice-Chairman. Other Committee appoinntments were Clancy Dayhoff, Harbor Public Relations Director, Publicity; and Arthur Nordstrom, Assistant City Attorney.

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NPA Can Order Relaxation

NPA today announced that Order M-25 (Cans) has been amended to permit greater use of metal cans by canners. The changes in the order are retroactive to April 1, 1952, and follow closely the recommendations of the Can Manufacturers Industry Advisory Committee and the Tin Plate Industry Advisory Committee.

Among changes in the Order which are of particular interest to the fishing industry are:

"Quotas for all Group I products which at present are not unlimited will be made unlimited. (This applies to clams, fish flakes, and oysters.)

"Transfer of Item 86 (Chowders) from Group II to Group I (unlimited) to conform with a similar change made in non-seasonal soups in the January 22, 1952, amendment to M-25.

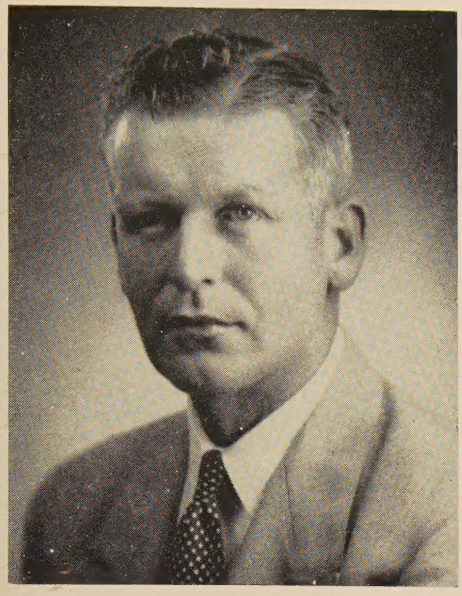
"Increase in quota percentages for Group II products from 90 per cent to 100 per cent. (This applies to such products as clam juice in gallon and larger containers, deviled crab, fish balls and cakes, fish paste, squid, and turtle.)

"Increase in quota percentage for Group III products from 70 to 90 per cent. (This applies to such products as pet foods, caviar, clam juice other than in gallon containers, and lobster.)"

In announcing these and other relaxations in Order M-25, NPA stated that there has been a declining demand for metal cans in some areas of the packing industry and that a number of packers have not used their permitted quota of cans under M-25 due to a reduction of demand for their products. In other areas the demand for cans has remained high or even increased. Due to the limitations of M-25, the latter packers have been prevented from increasing their use of cans to take up the slack in demand resulting from decreased use by others. This action by the NPA will permit these packers to take advantage of available can supplies.

This Fishing Boat for Sale

Compact 6-ton, wood hull fishing boat, 40 feet long and powered with Diesel Engine. Has Lawson auxiliary gas engine, plus complete refrigeration. This boat may be purchased at an exceptionally low figure. Excellent operating condition. Phone F 7328 San Diego, or write Pan-American, P. O. Box 10, 205 Broadway Pier Bldg., San Diego.



New President

James B. Lane, widely-known tuna canning industry executive, has been elected president of the Westgate-Sun Harbor Co. of San Diego, Calif., it was announced following the annual meeting of stockholders.

Kenneth J. Berglund was elected executive vice president in charge of finance; W. P. Robinson, vice president in charge of plant operations, and Glen D. Martin, treasurer.

Lane succeeds W. Wade Ambrose, who resigned as president to devote himself to management of the Ambrose Co. and to proceed with development of several projects on which he has been working for several months.

Larry M. Kaner and Jack Buchanan will continue as sales executives at Westgate-Sun Harbor Co., and Harold Requa will continue as advertising and public relations director.

Lane has been prominent in tuna canning circles for several years. He was associated with Ambrose in the management of the former Westgate Sea Products Co. prior to its consolidation in January, 1950, with the Sun Harbor Packing Co.

Lane returned to Westgate-Sun Harbor recently after merger with California Tuna Canning Co., where he was vice president in charge of sales.

He began his career with Westgate Sea Products Co. in 1945, as a salesman, and successively became sales manager and vice president. When Westgate merged with Sun Harbor he headed the sales division, and later transferred to Cal-Tuna.

During World War II he served in the Navy, and was promoted to rank of lieutenant commander.

Research

A second key research project involving fish mortalities at high dams is underway on the Baker river near Concrete, where the International Pacific Salmon Fisheries Commission, with the cooperation of the Department of Fisheries and the Puget Sound Power and Light Company, is conducting its third consecutive year of tests at the company's 265-foot power dam.

Using 200,000 hatchery salmon, a crew of 20 men will release downstream migrants above the dam and attempt to recover them at its foot with a system of tunnel type nets. At the present time tests are being confined to the turbines. Project leaders are Roy Hamilton and Fred Andrews.

A similar project has been started on the two Elwha river dams near Port Angeles by the Department of Fisheries in cooperation with the Crown-Zellerbach Corporation, U. S. Park Service, and Coast Guard.

The studies on each river will fit into a master nine-year research program being sponsored by the Army Corps of Engineers in conjunction with Pacific Northwest fisheries agencies. The objective is to develop facilities for passing small fish over and through power dams with minimum mortalities.

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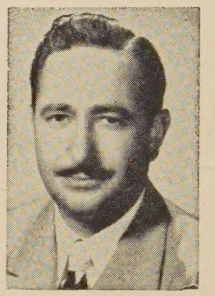

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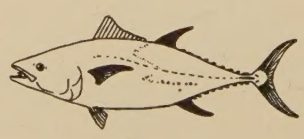
FOR SALE—5½ percent in 320 ton steel tuna clipper. A good money maker. Only 4 years old Will discount some. Phone or write Pan-American Fisherman, 205 Broadway Pier Bldg., San Diego.

FOR SALE: 49-ft. diesel-powered halibut boat, suitable for seining or crab fishing. Equipped with radiophone, direction finder, depth recorder and halibut gear to start season. Built in '45, had formerly fished tuna. Further information write H. M. Grindle, Box 314, Cordova, Alaska.

PRICED TO SELL: 40 ton tuna boat, four brine wells, carries 425, scoops bait, completely equipped. Fast—call Franklin 7583. Mr. Miller, San Diego, Calif.

MARY V—Fully electric boat, 43-ton capacity. Main engine, 150 Superior diesel, 2 Cummins 60-h auxiliaries, 2 38-KW Westinghouse generators, 2 5-ton Carrier ice machines, 20 ton brine, 23 ton ice, power tender, automatic pilot. Excellent condition—ready to soil. Write, 2838 Canyon Street, San Diego. Phone B4990.

FOR SALE: "Susan Jean", 48'x 13'10". Monk-designed, steel hull. Four years old. Completely equipped. Fuel 2200 gals., water 500. Atlas Diesel. Gross 31 tons. Sleeps 6. Halibut and tuna gear. Priced right. C. M. Negstad, 1322 S.E. Madison, Portland, Oregon.



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